



Mayor
Jose R. Gonzalez

Vice Mayor
Elizabeth Alcantar

Councilmember
Martin U. Fuentes

Councilmember
Cynthia Gonzalez, Ed.D

Councilmember
Daisy Lomeli

City Manager
Alfonso Noyola, ICMA-CM

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Cudahy, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project. We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Jose R. Gonzalez
Mayor, City of Cudahy

April 23, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of City of Maywood, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Faternally,



Frank R. Garcia
Councilmember
323.385.1295
frank.garcia@cityofmaywood.org
4319 E. Slauson Ave. Maywood, CA 90270

CAPITOL OFFICE
1021 O STREET
SUITE 6620
SACRAMENTO, CA 95814
TEL (916) 651-4030

DISTRICT OFFICE
12501 IMPERIAL HWY.
SUITE 110
NORWALK, CA 90650
TEL (562) 406-1001

California State Senate

SENATOR
BOB ARCHULETA

THIRTIETH SENATE DISTRICT



STANDING COMMITTEES
MILITARY & VETERANS AFFAIRS
CHAIR
BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT
GOVERNMENTAL ORGANIZATION
TRANSPORTATION
JOINT LEGISLATIVE COMMITTEE
ON EMERGENCY MANAGEMENT

April 18, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. As the Senator who represents cities along the corridor, I can share that these residents have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades.

I look forward to a continued partnership with LA Metro and your office in delivering this transformative and long-overdue project for our communities/residents.

Sincerely,

A handwritten signature in black ink, which appears to read "Bob Archuleta". The signature is fluid and cursive, written in a professional style.

Senator Bob Archuleta
California State Senate, District 30

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0054
(916) 319-2054
FAX (916) 319-2154

DISTRICT OFFICE
320 WEST 4TH STREET, SUITE 1050
LOS ANGELES, CA 90013
(213) 620-4646
FAX (213) 620-6319

E-MAIL
Assemblymember.Santiago@assembly.ca.gov

Assembly California Legislature



MIGUEL SANTIAGO
ASSISTANT MAJORITY LEADER

ASSEMBLYMEMBER, FIFTY-FOURTH DISTRICT

COMMITTEES
ARTS, ENTERTAINMENT,
SPORTS, AND TOURISM
HEALTH
UTILITIES AND ENERGY
SELECT COMMITTEE
CHAIR: LOS ANGELES
COUNTY HOMELESSNESS

April 22, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our communities and residents. I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

I look forward to a continued partnership with LA Metro in delivering this transformative project for our communities and residents.

Sincerely,

A handwritten signature in black ink that reads "Miguel Santiago". The signature is written in a cursive, flowing style.

MIGUEL SANTIAGO
Assembly Member, 54th District

NANETTE DIAZ BARRAGÁN
44TH DISTRICT, CALIFORNIA
WWW.BARRAGAN.HOUSE.GOV
FACEBOOK.COM/CONGRESSWOMANBARRAGAN
TWITTER: @REPBARRAGAN

CONGRESSIONAL HISPANIC CAUCUS
CHAIRWOMAN

COMMITTEE ON ENERGY AND COMMERCE
SUBCOMMITTEES:
HEALTH
ENVIRONMENT AND CLIMATE CHANGE
ENERGY



Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE:
2312 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-8220

DISTRICT OFFICES:
MAIN OFFICE
4201 LONG BEACH BOULEVARD, SUITE 422
LONG BEACH, CA 90807
(310) 831-1799

701 E. CARSON STREET
CARSON, CA 90745

8650 CALIFORNIA AVENUE
SOUTH GATE, CA 90280

April 19, 2024

The Honorable Karen Bass
Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: Final Environmental Impact Document for Southeast Gateway Line

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your unwavering commitment to ensure that the Southeast Gateway Line is brought to fruition as quickly as possible. As you consider approval of the Final Environmental Document for this regionally significant project, I would like to express my enthusiastic support.

Once fully completed, the Southeast Gateway Line will connect the communities of Southeast Los Angeles County and Downtown Los Angeles by a 19-mile light-rail corridor. Residents of Southeast Los Angeles County have been under-served by public transit and overwhelmingly burdened by industrial pollution and traffic congestion for decades. This long-overdue project will bring a multitude of environmental and economic benefits that will improve public health, expand mobility, and enhance the quality of life for many low-income residents.

As the Representative of California's 44th Congressional District, which includes several communities that will be directly served by the Southeast Gateway Line, I am honored to support this project and look forward to the significant benefits this future light rail transit line will bring to the people of Southeast Los Angeles County and Greater Los Angeles.

Sincerely,

A handwritten signature in blue ink that reads "Nanette Diaz Barragán".

Nanette Barragán
Member of Congress

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0065
(916) 319-2065
FAX (916) 319-2165

DISTRICT OFFICE
879 WEST 190TH STREET, SUITE 920
GARDENA, CA 90248
(310) 324-6408
FAX (310) 324-6485

E-MAIL
Assemblymember.Gipson@assembly.ca.gov



COMMITTEES
CHAIR, ARTS, ENTERTAINMENT,
SPORTS, AND TOURISM
GOVERNMENTAL ORGANIZATION
HUMAN SERVICES
INSURANCE
REVENUE AND TAXATION

SELECT COMMITTEES
CHAIR, POLICE REFORM
CHAIR, PORTS AND GOODS
MOVEMENT

April 24, 2024

The Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Item #11 (Long Beach-East Los Angeles Corridor Mobility Investment Plan)

Dear Chair Bass and Members of the LACMTA Board of Directors,

As the Assemblymember representing communities directly impacted by regional mobility planning surrounding Los Angeles County's Port Complex, and as a longtime resident of the region, I am writing to express my full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan. This Plan offers promising new developments for local communities that I represent, including but not limited to the communities of Compton, Long Beach, and the Wilmington neighborhood in the City of Los Angeles. Accordingly, I am urging that the LACMTA (Metro) Board of Directors provide their full support, aligning themselves with the wishes of residents along the Corridor.

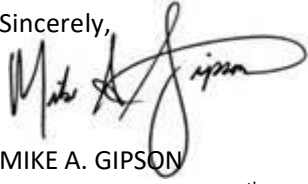
The Long Beach-East Los Angeles Corridor Mobility Investment Plan is widely popular in the Gateway Cities because it offers us a mechanism to create jobs for our local workforce, while also ensuring that we deliver over \$3 billion in new projects in an expeditious manner. The plan's investments are concentrated not just along the I-710 Freeway but throughout the communities surrounding it, making this a bold step forward that lays important groundwork for the growth of our region.

As you are aware, the Long Beach-East Los Angeles Corridor Mobility Investment Plan offers an approach grounded in equity and sustainability. From a financial perspective, it wisely leverages \$743 million in existing Measure M and Measure R funds in order to secure another \$3.3 billion worth of state and federal funding. In this way, we can expect to see numerous safety improvements, goods movement projects, and transit upgrades that would otherwise take many years to secure. I am aware that residents along the I-710 corridor have asked for their voices to be heard in clear ways over the years, and that their needs must be addressed; with this plan, we are taking a big step in a positive direction by adopting new approaches that will improve air quality, safety, prosperity, and mobility.

The 65th Assembly District of the State of California contains a significant portion of the population in the corridor between Long Beach and East Los Angeles, including communities where investment should be prioritized in order to ensure just outcomes. I am pleased to recommend the adoption of the Long Beach-East Los Angeles Corridor Mobility Investment Plan. Please contact District Director Maya Douglas at

maya.douglas@asm.ca.gov or call my District Office at (310) 324-6408 if you have any questions about my support. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike A. Gipson". The signature is fluid and cursive, with a large, sweeping loop at the end.

MIKE A. GIPSON
Assemblymember, 65th District (CA)



BELLFLOWER UNIFIED SCHOOL DISTRICT

16703 South Clark Avenue • Bellflower, California 90706
(562) 866-9011 • Fax (562) 866-7713

BOARD OF EDUCATION

President,
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Vice President,
Amie Stewart

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Member,
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Student Member,
Elize Dizon

Student Member,
Stella Lynch

Student Member,
Karina Valles

Interim Superintendent,
Lisa Azevedo

April 23, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our students and communities. On behalf of Bellflower Unified School District, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Students along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our students and their families.

Sincerely,

Interim Superintendent
Bellflower Unified School District

Proudly Serving the Communities of Bellflower, Cerritos and Lakewood



Office of the City Council

8650 California Avenue, South Gate, CA 90280

P: (323) 563-9543 F: (323) 569-2678

www.cityofsouthgate.org

GIL HURTADO, Mayor

MARIA DAVILA, Vice Mayor

AL RIOS, Council Member

JOSHUA BARRON, Council Member

MARIA DEL PILAR AVALOS, Council Member

April 17, 2024

Honorable Karen Bass, Chair

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of South Gate, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gil Hurtado'.

Mayor Gil Hurtado

City of South Gate



Congress of the United States
House of Representatives
Washington, DC 20515

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Southeast Gateway Line: Approval for Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the residents of the 42nd Congressional District, I would like to request the full and fair consideration of this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

A handwritten signature in blue ink, appearing to read "Robert Garcia", with a stylized flourish at the end.

Robert Garcia
Member of Congress



City of Whittier

13230 Penn Street, Whittier, California 90602-1772
(562) 567-9999 www.cityofwhittier.org

Joe Vinatieri
Mayor

Fernando Dutra
Mayor Pro Tem

Cathy Warner
Council Member

Octavio Martinez
Council Member

Jessica Martinez
Council Member

Brian Saeki
City Manager

April 19, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. As Mayor of Whittier, I would like to express support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been underserved by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for the Gateway Cities region.

Sincerely,

Joe Vinatieri
Mayor

CC: Whittier City Council



"Service Builds Tomorrow's Progress"

THE CITY OF ARTESIA, CALIFORNIA

18747 CLARKDALE AVENUE, ARTESIA, CALIFORNIA 90701

Telephone 562 / 865-6262

FAX 562 / 865-6240

April 17, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Artesia, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

This project is especially important to the City of Artesia because the terminus station will be located in the heart of the City's Downtown area, and will bring much needed economic development opportunities for the culturally diverse businesses located here.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Tony Lima
Mayor of Artesia

cc:

Mayor Pro Tem Ali Sajjad Taj
Councilmember Monica Manalo
Councilmember Melissa Ramoso
Councilmember Rene Trevino
City Manager Aldo E. Schindler



City of Downey

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Downey, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Mario Trujillo
Mayor
City of Downey

Future Unlimited

CIVIC CENTER
11111 BROOKSHIRE AVE.
PO BOX 7016
DOWNEY, CALIFORNIA
90241-7016
562-869-7331
www.downeyca.org

LIBRARY
11121 BROOKSHIRE AVE.
DOWNEY, CALIFORNIA
90241-7016
562-904-7360
www.downeylibrary.org

POLICE DEPARTMENT
10911 BROOKSHIRE AVE.
PO BOX 7016
DOWNEY, CALIFORNIA
90241-7016
562-861-0771

PARKS & RECREATION
7850 QUILL DR.
DOWNEY, CALIFORNIA
90242
562-904-7238

UTILITIES DIVISION
9252 STEWART & GRAY RD.
DOWNEY, CALIFORNIA
90241-7016
562-904-7202

MAINTENANCE SERVICES
12324 BELLFLOWER BLVD.
DOWNEY, CALIFORNIA
90242
562-904-7194



CITY OF HAWAIIAN GARDENS

"Our Youth - Our Future"

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Hawaiian Gardens, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Mayor Victor Farfan
City of Hawaiian Gardens



CERRITOS COMMUNITY COLLEGE DISTRICT

11110 Alondra Boulevard, Norwalk, CA 90650 | (562) 860-2451 extension 2204

Office of the President

April 28, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of Cerritos College, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Jose L. Fierro, DVM, Ph.D.
President/Superintendent
jfierro@cerritos.edu

Cerritos College

11110 Alondra Blvd., Norwalk, CA 90650 | Office (562) 860-2451 | www.cerritos.edu



April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensuring the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of California Walks, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

California Walks believes strongly that in order for our communities to be more liveable and accessible to all, we must continue to invest in public transportation infrastructure. Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project. The benefits of increasing public transportation access in this community will be dramatic and will create greater access to economic opportunity as well as help the LA region do its part to fight climate change by encouraging more people to get out of their cars.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Kevin C. Shin
Co-Executive Director
California Walks

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents. On behalf of Car-Lite Long Beach, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities.

Sincerely,

Erin Hoops
Organizer, Car-Lite Long Beach



ANNETTE C. DELGADILLO
Mayor

PEGGY LEMONS
Vice Mayor

ISABEL AGUAYO
Councilmember

BRENDA OLMOS
Councilmember

VILMA CUELLAR STALLINGS
Councilmember

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors:

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of the City of Paramount, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

CITY OF PARAMOUNT

Annette C. Delgadillo
Mayor



City of
BELL GARDENS

7100 Garfield Avenue • Bell Gardens, CA 90201 • 562-806-7700 • www.bellgardens.org

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. As a Council Member of the City of Bell Gardens, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

I look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,
CITY OF BELL GARDENS

Jorgel Chavez
Council Member



CITY of BELL

OFFICE OF THE CITY COUNCIL

April 17, 2024

Honorable Karen Bass, Chair

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents/communities. On behalf of [organization], I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities/residents.

Sincerely,

Ali Saleh, Councilmember

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents. As a long time resident of Huntington Park and on behalf of SELA Bicycle Center, I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document. Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. We hope that this project will not only connect communities by light rail but also connect us through bike-able safe communities. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades. We are excited and anxious to begin work on this long overdue project. Our communities deserve equitable, safe access transportation.

We look forward to a continued partnership with LA Metro in delivering this transformative project for our communities.

Sincerely,

Christian Vazquez
SELA Bicycle Center



**A community-based organization engaging in equitable
community development surrounding Norwalk.**

P.O. Box 1621, Norwalk, CA 90651
norwalkunides@gmail.com

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our residents of Southeast Los Angeles County. On behalf of Norwalk Unides, I would like to express support and feedback for this project as you consider approval of the Final Environmental Document.

Once fully completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA County communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project. Norwalk Unides is committed to transportation equity, which the Southeast Gateway Line would contribute to by improving Southeast LA County access to professional, academic, and other opportunities for upward mobility.

Although Norwalk Unides is generally in support of the new light-rail line, we are concerned that its construction and included parking facilities will lead to negative environmental impacts. According to the Environmental Impact Report's (EIR) Land Use and Transportation sections, there will be unavoidable impacts to the Bellflower and Paramount Bike Trails as they will be realigned to be parallel to the light-rail line. We would like for any temporary closures and permanent realignment to consider safety and access for bicyclists as they continue to utilize the trails during the line's construction and operation. Maintaining usability for bicyclists will help ensure active transportation options are available, which in turn reduces single-occupant vehicle use and greenhouse gas emissions. In addition, according to the EIR's Alternatives Considered/Project Description section, an entire block of Downtown Artesia between Corby Ave and Pioneer Blvd will be displaced to build a parking structure for the Pioneer Station. We are concerned that the parking structure will cause major environmental impacts for the surrounding neighborhood related to pollution, traffic, noise, and parking, among other issues.



**A community-based organization engaging in equitable
community development surrounding Norwalk.**

P.O. Box 1621, Norwalk, CA 90651
norwalkunides@gmail.com

We look forward to a continued partnership with LA Metro in mitigating any impacts on bicycle use and the environment from parking that the light-rail line causes.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jesse Flores', is written above the printed name.

Jesse Flores
Executive Director
Norwalk Unides

STATE CAPITOL
P.O. BOX 942849
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COMMITTEES
CHAIR, RULES
CO-CHAIR, LEGISLATIVE ETHICS
GOVERNMENTAL ORGANIZATION
JUDICIARY
LOCAL GOVERNMENT
CHAIR, JOINT COMMITTEE ON RULES

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: #10 Southeast Gateway Line - Final Environmental Impact Document

Dear Chair Bass and Members of the Metro Board of Directors,

Thank you for your continued commitment to ensure that the Southeast Gateway Line becomes a reality for our communities. I would like to express enthusiastic support for this project as you consider approval of the Final Environmental Document.

Once completed, the Southeast Gateway Line will be a 19-mile light-rail line, providing a one-seat ride between Southeast LA communities and Downtown Los Angeles. Residents along this corridor have been under-served by transit and heavily impacted by industrial pollution and traffic congestion for decades, and they deserve this long-overdue project.

I look forward to a continued partnership with LA Metro in delivering this transformative project for our communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Blanca Pacheco", with a stylized flourish at the end.

BLANCA PACHECO
Assemblywoman, 64th District



"Our Youth - Our Future"

CITY OF HAWAIIAN GARDENS

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

The City of Hawaiian Gardens fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

Mayor Victor Farfan
City of Hawaiian Gardens



Monday, April 22, 2024

The Honorable Karen Bass
Mayor, City of Los Angeles
Chair of the Board of Directors
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza
Los Angeles, CA 90012

**Re: Comments on File #2023-0594: Long Beach-East Los Angeles Corridor
Mobility Investment Plan (LB-ELA CMIP)**

Dear Mayor Bass and the members of the LA Metro Board of Directors,

Like Southern California's other freeways, Interstate 710 has become a defining force of its adjacent communities. Unfortunately, since its inception, Interstate 710 has always prioritized goods movement and economic considerations over public health and other community needs. As a result, freeway-adjacent neighborhoods have long endured significant pollution burdens. Southern California is already [home to the smoggiest air in the nation](#); so much so that the region has persistently violated National Ambient Air Quality Standards (NAAQS). Communities living near Interstate 710 are [exposed to even higher levels of pollution](#) – namely, carcinogenic diesel particulate matter.

The demise of the proposed expansion of Interstate 710 and the development of the LA-ELA CMIP present an opportunity to improve regional transportation while also addressing community needs and air quality obligations. Rather than following California's long-followed orthodoxy of "adding just one more lane" and encouraging more driving, LA Metro can and should instead prioritize the communities impacted by the freeways. We are pleased to support many of the draft plan's proposed projects, such as increased transit services, complete streets infrastructure and restorative justice initiatives. LA Metro, however, needs to provide further clarification and safeguards to ensure community needs are met, civil rights protected, and Clean Air Act transportation conformity requirements fulfilled.

We appreciate LA Metro creating numerous opportunities for public input and discussion in the development of the LB-ELA CMIP. This process included many meetings and a lot of hard work by LA Metro staff, project consultants, and members of the Taskforce and Community Leadership Committee. We also understand that more opportunities for engagement are ahead, both in terms of finalizing the Plan and its implementation. Yet, we still have some concerns about the Plan, especially in regard to proposed freeway improvements and overall connection to public health needs. LA Metro must use this moment to ensure the Plan truly addresses the region's longstanding environmental inequities.

To this end, we offer these comments:

- **The LB-ELA CMIP must be designed and implemented to address the main reason we are here: the harm from unhealthy air in the Interstate 710 communities and Southern California as a whole.**

In creating and implementing the Corridor Mobility Investment Plan, it is important to remember why we are here in the first place: the persistent environmental justice issues plaguing freeway adjacent communities, as well as the detrimental impacts Option 5C would have wrought. [As noted](#) by the United States Environmental Protection Agency (US EPA), expanding Interstate 710 would have worsened air quality (and violated the Clean Air Act) even if the I-710 Clean Truck Program had been fully implemented. In other words - if every truck on a widened Interstate 710 were a zero-emissions vehicle, increases in tire, brake and road dust would still create unacceptable levels of air pollution. Further, US EPA has [just tightened](#) the standard for particulate matter (PM) and [is likely to reject](#) the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan due to its inability to meet federal air quality standards. These developments underscore the need for any plan to reduce vehicle miles traveled (VMT), improve air quality and address community needs rather than prioritizing economic considerations.

It is also important to remember that failure to meet National Ambient Air Quality Standards (NAAQS) carries significant risks that not only puts public health in jeopardy, but also threatens the regional, and potentially, national economy. If SCAQMD and the California Air Resources Board (CARB) are unable to demonstrate a viable pathway towards meeting air quality standards, US EPA can withhold almost all federal transportation funding, require two-to-one pollution offsets for new and expanding businesses, place hefty non-attainment fees upon stationary sources of air pollution, and impose a Federal Implementation Plan (FIP). FIP actions will likely include no-drive days for heavy-duty trucks and a loss of local control over air quality policy. [Transportation is the largest source](#) of air pollution in California and attaining federal clean air standards will not be possible without reducing transportation-related emissions.

- **Implementation of the LB-ELA CMIP should be centered around directly addressing community health needs. LA Metro should conduct a comprehensive health needs assessment in communities adjacent to Interstate 710.**

One concern shared by several environmental, environmental justice and community organizations is regarding the Plan's ability to directly address local health needs. As it stands, all Southern Californians breathe the smoggiest air in the nation. Communities near freeways breathe in even more pollution due to higher exposure to diesel particulate matter as well as tire, brake and road dust. The Plan correctly notes that the Plan's target communities suffer from increased incidents of asthma, cancer, cardiovascular and pulmonary diseases. Yet, the Plan and LA Metro could go even

further in both identifying and addressing public health needs in the target communities. For example, we have previously helped conduct [Community Assessment for Public Health Emergency Response \(CASPER\)](#) studies in the communities of Maywood and Wilmington. Though initially designed as a disaster response tool, CASPER studies have proven to be useful in identifying unmet health needs in the community. Conducting or funding such studies would help establish much needed ground-level data to aid Plan implementation. While LA Metro is not a public health agency or service provider, it can work with such experts and providers to ensure local community health needs are met. As such, we believe LA Metro should commit to conducting such a study during the implementation of the LB-ELA CMIP.

- **We remain concerned about the large number of highway-related projects and funding allocations in the proposed Corridor Mobility Investment Plan. LA Metro needs to provide more detail about the nature of these projects.**

We are concerned that the Plan includes many highway-related projects. While we appreciate that freeway improvements are no longer the largest category of spending in the final proposed Plan, it is still the second largest category. Of the forty initial projects identified for funding, fourteen are related to interchanges, auxiliary lanes or other highway improvements. These projects are undefined and largely conceptual, which makes it impossible to provide informed and substantive feedback. We appreciate LA Metro's commitment to hold community hearing sessions to determine the design of these projects, as well as the commitment to avoid projects with known displacement risks. We also appreciate LA Metro's public commitment to focus on improving smaller interchanges rather than constructing large projects focused on capacity expansion. Still, the lack of specific information about the scope of these projects leaves open the possibility of de facto highway expansion.

We do not oppose projects that are truly rooted in safety, such as improving lane- and interchange geometry. LA Metro, however, should not use these projects as an opportunity to increase highway capacity. [Caltrans's policies](#) for California Environmental Quality Act (CEQA) analyses state that within an MPO area, a project that results in an increase in VMT in comparison to a no-build scenario, "will generally be considered significant" and require mitigation. Of particular concern is the potential to discreetly expand Interstate 710 through auxiliary lanes and freeway to freeway interchange "gap" closures. While auxiliary lanes help moderate traffic flow and merging, multiple chained, long auxiliary lanes can result in de facto freeway expansion. This is an approach that LA Metro should avoid.

- **We strongly support proposed investments that will improve transit access and service as well as complete streets projects. We also support funding for community-based programming and LA Metro's plans to partner with local organizations.**

As already stated, California and the Los Angeles region must reduce transportation-related pollution. To achieve this, we support meaningful improvements to public transit,

active transportation, and micromobility. These investments are imperative if Southern California is to reduce VMT and transportation-related pollution. The same can also be said for complete streets projects that are built around active transportation and clean mobility. Care must be taken, however, to avoid merely adding rudimentary transit, pedestrian and biking infrastructure to a widened street as an afterthought.

We also support projects that advance environmental justice, such as the Shoemaker Bridge Replacement Project. This bridge replacement project will realign the Shoreline Drive/Interstate 710 connector in downtown Long Beach that currently cuts off disadvantaged, park-poor neighborhoods from much needed greenspace. Likewise, we are excited about the Plan including the removal of the Terminal Island Freeway (State Route 103) as a possible project. This freeway, which is used almost exclusively by heavy-duty trucks, runs adjacent to thousands of residents, as well as multiple schools, parks and housing for homeless veterans. Lastly, we support programmatic investments that address health, economic and other needs in communities along the Interstate 710 corridor. To this end, we encourage LA Metro to work with and foster community-based leadership to ensure residents of the corridor communities have ownership in and enjoy the direct benefits of these investments.

- **Many, if not most, of these projects are off-the-shelf and have been “in the works” for some time. LA Metro needs to provide more information as to what these proposals were originally attached to, and which projects are designed in response to Taskforce and Community Leadership Committee discussions.**

While it is understandable to have an extensive list of projects ready for the Corridor Mobility Investment Plan, LA Metro should be transparent about the origin of these projects and be careful to not crowd out community initiatives. Otherwise, the Corridor Mobility Investment Plan could ultimately serve as a wish list of previously unfunded LA Metro priorities rather than addressing community needs. Additionally, many of these proposals are likely tied to other projects. As such, LA Metro needs to be clear as to which of these proposals are part of other projects (and what those projects are), and which proposals were developed specifically in response to the Plan development process.

- **Should LA Metro create a congestion pricing system, it must minimize impacts on low-income residents. Further, congestion pricing underscores the need for high-quality, affordable and safe transit and mobility options.**

We understand that a congestion pricing proposal is not currently being considered as part of LB-ELA CMIP implementation. Given that it is still referenced in the Plan, however, we feel it is appropriate to comment on it. Currently, corridor-adjacent communities subsidize the costs and impacts of vehicular traffic through poor health, shortened lifespans, and a degraded quality of life. A well-designed, equity-focused congestion pricing system would instead shift this cost away from these vulnerable

communities. A poorly designed system, however, could increase costs for low-income residents who must drive for work or to access basic goods and services. As such, any congestion pricing system must carefully consider how to minimize, or preferably, eliminate impacts on low-income households. Failure to do so would, at best, negate the benefits realized from congestion pricing, and at worst accelerate displacement due to increased transportation costs. Additionally, congestion pricing underscores the need for public transportation, active transportation, and micromobility investments, as people will need safe, clean and reliable alternatives to driving.

- **We appreciate LA Metro responding to our previous letter's comment regarding Pacific Harbor Lines and encourage Metro to support zero-emissions rail technologies.**

We appreciate LA Metro revising the Plan in response to our comments to the draft CMIP and continue to encourage Metro to support efforts to deploy zero-emission locomotives. Currently, the bulk of freight locomotives operating in California are at US EPA Tier 2 or below. These highly polluting locomotives will continue operating for decades and can be rebuilt to their current specifications. Change, however, is underway; and LA Metro should be part of it: Pacific Harbor Lines (PHL), a local Class III short line railroad, has long been proactive in reducing emissions and is currently engaged in projects to test and demonstrate zero emission locomotives. Currently, PHL operates a battery-electric locomotive six out of seven days of the week on 20-hour duty cycles. BNSF will soon be deploying a similar battery-electric locomotive for line service, and South Coast AQMD will be leading a demonstration project for a hydrogen fuel cell locomotive in the coming years.

Thank you for your consideration of our comments. We again want to express our appreciation for the numerous opportunities for public comment and involvement. The LB-ELA Corridor Mobility Investment Plan is a considerable improvement over the original Option 5C proposal. Despite having ongoing concerns and reservations about aspects of the Plan, many of its proposed projects are laudable. It is our hope that LA Metro uses this moment to begin the hard work of undoing some of the many harms inflicted upon corridor communities, as well as build trust with all stakeholders.

Sincerely,

A handwritten signature in cursive script, reading "Christopher Chavez". The signature is fluid and stylized, with a long, sweeping underline that extends to the right.

Christopher Chavez
Deputy Policy Director

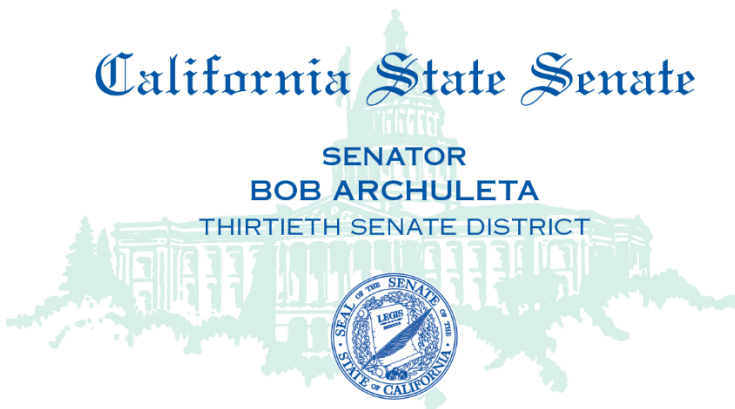
CAPITOL OFFICE
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TEL (916) 651-4030

DISTRICT OFFICE
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SUITE 110
NORWALK, CA 90650
TEL (562) 406-1001

California State Senate

SENATOR
BOB ARCHULETA

THIRTIETH SENATE DISTRICT



STANDING COMMITTEES
MILITARY & VETERANS AFFAIRS
CHAIR
**BUSINESS, PROFESSIONS
& ECONOMIC DEVELOPMENT**
GOVERNMENTAL ORGANIZATION
TRANSPORTATION
**JOINT LEGISLATIVE COMMITTEE
ON EMERGENCY MANAGEMENT**

April 18, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward to deliver real investments not just along the I-710 South freeway but throughout the communities along its corridor, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

Once implemented, this plan will improve air quality, safety, prosperity, and mobility for residents throughout the region. More importantly, this plan reflects the work and participation of local community stakeholders who actively participated in a series of community outreach efforts initiated by Metro resulting in a finished product that lays the groundwork for real investments in our underserved communities.

Once again, I fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors.

Sincerely,

A handwritten signature in black ink, which appears to read "Bob Archuleta". The signature is fluid and cursive, with the first name "Bob" being more prominent.

Senator Bob Archuleta
California State Senate, District 30

California State Senate

STANDING COMMITTEES
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& COMMUNICATIONS
ENVIRONMENTAL QUALITY
HEALTH
TRANSPORTATION



JOINT COMMITTEES
LEGISLATIVE AUDIT
RULES
SELECT COMMITTEES
PORTS AND GOODS MOVEMENT
CHAIR

SENATOR LENA A. GONZALEZ
THIRTY-THIRD SENATE DISTRICT
SENATE MAJORITY LEADER

April 17, 2024

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority (LA Metro)
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Comments on the Draft Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear LA Metro Board of Directors,

I write to express my comments on the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

Since the inception of the I-710 freeway, residents along the corridor have suffered through the negative health impacts of increased air pollution and freight traffic. The freeway became notorious for its polluting characteristics, earning it the name "the Diesel Death Zone." The Long Beach-East Los Angeles Corridor Mobility Investment Plan results from the persistent and tireless advocacy of residents and community-based organizations against the proposed widening.

Transparency must be a top priority in the implementation phase of this investment plan. The comments during the Community Leadership Committee's vote underscore the need for greater transparency regarding the origin of the projects receiving an initial investment and which ones originated from the community.

I urge Metro to continue engaging communities and renew its commitment to the corridor's residents with improved access to sustainable alternative transportation and a guarantee that no displacements or increases of pollution will occur due to this plan.

I look forward to seeing the outcome of this investment plan and our continued collaboration as it moves forward. If you have any questions, please do not hesitate to contact my office at (323)277-4560.

Sincerely,

A handwritten signature in black ink, appearing to read "Lena Gonzalez".

Lena Gonzalez
Senate Majority Leader, District 33

CAPITOL OFFICE
1021 O STREET, SUITE 7720
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TEL (916) 651-4033
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3355 E. GAGE AVENUE
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FAX (323) 277-4528



April 1, 2024

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board of Directors,

On behalf of California's 69th Assembly District, which includes the southernmost section of the 710 Freeway, Port of Long Beach, and its surrounding communities, I am writing to express my thoughts on the Long Beach-East Los Angeles Corridor Mobility Investment Plan (CMIP).

First, I would like to thank the LA Metro team and the project consultants who provided an incredible amount of outreach and engagement in communities across the corridor. Every community along the corridor faces unique challenges, and offers valuable solutions, and I hope you will continue to engage and empower these communities to share their experiences. Second, I would like to thank the members of the task force, the community leadership committee, and the three working groups, for their time and dedication to this project, and their communities. This draft plan is the result of their lived experiences and expertise.

This draft mobility investment plan outlines many exciting projects that will improve the quality of life of residents in this district, and along the corridor. For too long, residents of West and North Long Beach have been living in a goods movement sacrifice zone, resulting in shorter life expectancies, higher rates of respiratory illnesses, and limited access to green open space. It is our responsibility and legal obligation ensure communities have clean air. Meeting National Ambient Air Quality Standards is the absolute bare minimum. While this plan makes many attempts to address these challenges, there is still significant work to do.

The significant investment in public transportation and active transportation is incredibly valuable to the community. Not everyone who lives in the corridor uses the 710 freeway or owns a vehicle, but their lives have certainly been impacted by the freeway. It is critically important for people who use public transportation, walk, bike, or any combination of these modes, to feel safe and welcomed throughout their travel. Projects like the bus priority lane on Atlantic Blvd, the micromobility corridor pilot for Long Beach Blvd to the City of Vernon, or the study on a regional Metrolink line from Union Station to Downtown Long Beach, will increase safety, reduce traffic, and improve air quality.

To further reduce traffic and congestion along the 710 corridor, more cargo leaving from the Ports of Long Beach and Los Angeles will need to be moved by rail. I am hopeful that projects like the Freight Rail Electrification Pilot Project will support the region in this transition, and encourage additional investment in rail electrification.

I am concerned about the large number of highway focused infrastructure projects that may lead to increased capacity. I strongly support safety improvements along the corridor, to reduce the number of accidents and fatal collisions that currently occur. However, it is critical that these improvements, do not result in any additional lanes, displacement of residents, or an increase in transportation related emissions. Residents and community based organizations have raised concerns about the use of auxiliary lanes, which may have some safety impacts in specific locations but increase VMT in others. I encourage LA Metro to use auxiliary lanes sparingly, and with increased consideration of community concerns and emissions impact.

Thank you again for the opportunity to provide comments on this draft investment plan, and for your continuing commitment to the communities along this corridor. These investments are long overdue, and hopefully will result in reduced traffic fatalities and transportation related emissions. Lastly, your ongoing engagement with the community is greatly appreciated, and will ultimately result in the most impactful plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Lowenthal", written in a cursive style.

JOSH LOWENTHAL

Assemblymember, 69th District

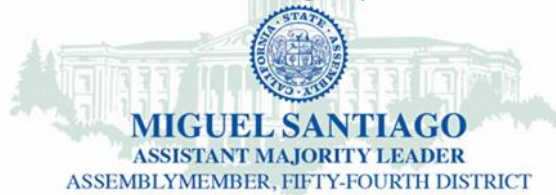
CC: Stephanie Wiggins, CEO, Los Angeles County Metropolitan Transportation Authority

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E-MAIL
Assemblymember.Santiago@assembly.ca.gov

Assembly California Legislature



MIGUEL SANTIAGO
ASSISTANT MAJORITY LEADER

ASSEMBLYMEMBER, FIFTY-FOURTH DISTRICT

COMMITTEES
ARTS, ENTERTAINMENT,
SPORTS, AND TOURISM
HEALTH
UTILITIES AND ENERGY
SELECT COMMITTEE
CHAIR: LOS ANGELES
COUNTY HOMELESSNESS

April 22, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects. The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

I fully support the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and respectfully urge the approval of the Metro Board of Directors. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Miguel Santiago". The signature is written in a cursive, flowing style.

MIGUEL SANTIAGO
Assembly Member, 54th District



THE CITY OF ARTESIA, CALIFORNIA

18747 CLARKDALE AVENUE, ARTESIA, CALIFORNIA 90701

Telephone 562 / 865-6262

FAX 562 / 865-6240

"Service Builds Tomorrow's Progress"

April 17, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors:

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

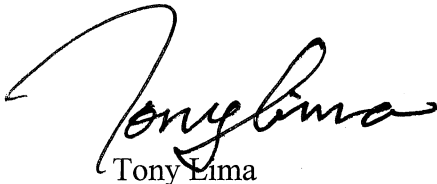
This plan will provide real investments not just along the I-710 South freeway, but throughout the communities along it, ensuring that Southeast LA communities continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

The City of Artesia fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read "Tony Lima". The signature is fluid and cursive, with a large initial "T" and "L".

Tony Lima
Mayor of Artesia

cc:

Mayor Pro Tem Ali Sajjad Taj
Councilmember Monica Manalo
Councilmember Melissa Ramoso
Councilmember Rene Trevino
City Manager Aldo E. Schindler

EAST LOS ANGELES COLLEGE

ALBERTO J. ROMÁN, DPA
PRESIDENT

1301 AVENIDA CESAR CHAVEZ
MONTEREY PARK, CALIFORNIA 91754
323 265 8650



April 23, 2024

Metro Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Metro Board of Directors,

On behalf of East Los Angeles College, I am writing to express our appreciation on being involved in Metro's Long Beach-East Los Angeles Corridor Mobility Investment Plan (CMIP).

I am writing to express our wholehearted support for the partnership between East Los Angeles College (ELAC) and the Los Angeles County Metropolitan Transportation Authority (LA Metro) in hosting town halls and disseminating crucial information regarding the Long Beach-East LA Corridor Mobility Investment Plan. As an integral part of our community, we are thrilled to have been considered and chosen to contribute to this important initiative.

Being involved in the process is a significant opportunity for us to actively participate in shaping the future of our community. We firmly believe that these improvements are vital for the well-being and progress of our region, and we are committed to doing our part in ensuring their success. Serving as a community partner in this endeavor is just one of the many ways in which we are dedicated to making positive contributions to the future of our community.

Again, thank you for the opportunity to be involved in this project.

Sincerely,

Kevin Jimenez
College Public Relations Manager
East Los Angeles College
1301 Avenida Cesar Chavez
Monterey Park, CA 91754

CC: Stephanie Wiggins, CEO, Los Angeles County Metropolitan Transportation Authority



Mayor
Jose R. Gonzalez

Vice Mayor
Elizabeth Alcantar

Councilmember
Martin U. Fuentes

Councilmember
Cynthia Gonzalez, Ed.D

Councilmember
Daisy Lomeli

City Manager
Alfonso Noyola, ICMA-CM

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

The City of Cudahy fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Jose R. Gonzalez', with a large, stylized loop at the end.

Jose R. Gonzalez
Mayor, City of Cudahy

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0065
(916) 319-2065
FAX (916) 319-2165

DISTRICT OFFICE
879 WEST 190TH STREET, SUITE 920
GARDENA, CA 90248
(310) 324-6408
FAX (310) 324-6485

E-MAIL
Assemblymember.Gipson@assembly.ca.gov



COMMITTEES
CHAIR, ARTS, ENTERTAINMENT,
SPORTS, AND TOURISM
GOVERNMENTAL ORGANIZATION
HUMAN SERVICES
INSURANCE
REVENUE AND TAXATION

SELECT COMMITTEES
CHAIR, POLICE REFORM
CHAIR, PORTS AND GOODS
MOVEMENT

April 24, 2024

The Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Item #11 (Long Beach-East Los Angeles Corridor Mobility Investment Plan)

Dear Chair Bass and Members of the LACMTA Board of Directors,

I am proud to serve the 65th Assembly District, which contains all or part of the communities of Watts, Willowbrook, Compton, Carson, North Long Beach, Harbor Gateway North and South, Harbor City, Wilmington, and San Pedro. On behalf of approximately half a million residents I currently represent in the southern part of the County of Los Angeles, I want to thank you for your continued commitment to ensuring that the Southeast Gateway Line becomes a reality for our community. The Board of Directors now has an opportunity to consider approval of the Final Environmental Document, an important next step for this transformative project. I would like to express my full support for approval as an advocate for economic prosperity and regional mobility.

Once fully completed, the Southeast Gateway Line will add 19 miles of light rail transportation capacity to a currently-underserved area, providing a one-seat ride between communities in Southeast Los Angeles and Downtown Los Angeles. Residents along this corridor have been heavily impacted by traffic congestion as well as pollution for decades, and they deserve this long-overdue project.

Please contact District Director Maya Douglas at maya.douglas@asm.ca.gov or call my District Office at (310) 324-6408 if we can provide additional information about the importance of the Southeast Gateway Line's benefits to this Assembly District and neighboring Assembly Districts. I am pleased to offer continued support to LA Metro in delivering this important addition to regional infrastructure, and thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Mike A. Gipson". The signature is fluid and cursive, with the first name "Mike" and last name "Gipson" clearly legible.

MIKE A. GIPSON
Assemblymember, 65th District (CA)

Congress of the United States
House of Representatives
Washington, DC 20515

April 16, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to request the full and fair consideration of the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

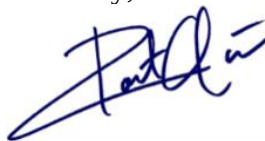
This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

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I support the Long Beach-East Los Angeles Corridor Mobility Investment Plan and request the full and fair consideration of the Metro Board of Directors. Thank you.

Sincerely,



Robert Garcia
Member of Congress



City of Whittier

13230 Penn Street, Whittier, California 90602-1772
(562) 567-9999 www.cityofwhittier.org

Joe Vinatieri
Mayor

Fernando Dutra
Mayor Pro Tem

Cathy Warner
Council Member

Octavio Martinez
Council Member

Jessica Martinez
Council Member

Brian Saeki
City Manager

April 19, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

**RE: Item #11 Long Beach-East Los Angeles Corridor Mobility
Investment Plan**

Dear Chair Bass and Members of the Metro Board of Directors:

I am writing to express full support for the Long Beach-East Los Angeles
Corridor Mobility Investment Plan.

This plan is a bold investment not just along the I-710 South freeway but throughout the communities along it. The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars for active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

Whittier supports the efforts of those who participated in the formation of the Long Beach-East Los Angeles Corridor Mobility Investment Plan and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

Joe Vinatieri
Mayor

CC: Whittier City Council



Office of the City Council

8650 California Avenue, South Gate, CA 90280

P: (323) 563-9543 F: (323) 569-2678

www.cityofsouthgate.org

GIL HURTADO, Mayor

MARIA DAVILA, Vice Mayor

AL RIOS, Council Member

JOSHUA BARRON, Council Member

MARIA DEL PILAR AVALOS, Council Member

April 17, 2024

Honorable Karen Bass, Chair

Los Angeles County Metropolitan Transportation Authority

One Gateway Plaza

Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big

undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

City of South Gate fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,



Mayor Gil Hurtado

City of South Gate





GATEWAY CITIES

April 17, 2024

Artesia

Avalon

Bell

Bellflower

Bell Gardens

Cerritos

Commerce

Compton

Cudahy

Downey

Hawaiian Gardens

Huntington Park

Industry

La Mirada

Lakewood

Long Beach

Lynwood

Maywood

Montebello

Norwalk

Paramount

Pico Rivera

Santa Fe Springs

Signal Hill

South Gate

Vernon

Whittier

County of Los Angeles

Port of Long Beach

Honorable Karen Bass, Chair
 Los Angeles County Metropolitan Transportation Authority
 One Gateway Plaza
 Los Angeles, CA 90012-2952

Karen
 Dear Chair Bass and Members of the Metro Board of Directors:

Long Beach-East Los Angeles Corridor Mobility Investment Plan (Agenda #11)

I am writing to express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan. Attached is Resolution 2024-01 of the Board of Directors of the Gateway Cities Council of Governments affirming the Board's Support for the Metro Long Beach-East Los Angeles Corridor Mobility Investment Plan passed on March 6, 2024.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects. The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

Sincerely,

Hector De La Torre, Executive Director
 Gateway Cities Council of Governments

RESOLUTION NO. 2024-01

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS AFFIRMING THE BOARD'S SUPPORT FOR THE METRO LONG BEACH-EAST LOS ANGELES CORRIDOR MOBILITY INVESTMENT PLAN (CMIP OR INVESTMENT PLAN)

WHEREAS, the Long Beach-East Los Angeles (LB-ELA) Corridor comprises 18 incorporated cities and three unincorporated communities that are diverse, with unique development and growth histories. Approximately 1.2 million residents (12% of LA County's population) live within the LB-ELA Corridor. Though the Corridor overall is an important economic driver for the region, the benefits and burdens of that historical development have not always been equitably distributed; and

WHEREAS, in September 2021, the Metro Board and Caltrans initiated a more comprehensive approach to re-engaging impacted communities and regional stakeholders along the LB-ELA Corridor to develop a more multimodal, equitable, and sustainable approach to addressing the transportation and community challenges created by the heavy movement of people and goods; and

WHEREAS, the LB-ELA Corridor Task Force (Task Force) was formed for this purpose and included representation from the Gateway Cities Council of Governments, and was supported by a Community Leadership Committee (CLC), comprised of community members from all 18 incorporated cities as well as the unincorporated communities along the corridor; and

WHEREAS, the Gateway Cities Council of Governments Board of Directors created an Ad-Hoc Task Force Committee of its own members and developed recommendations which were included in the Investment Plan; and

WHEREAS, the Metro project team, with input from the Task Force, CLC, and Corridor communities, identified public health as a priority consideration and outcome in developing the Investment Plan; and

WHEREAS, several communities in the project area have historically faced significant health disparities (such as high asthma and cardiovascular disease rates) and experienced disproportionate pollution burdens (such as PM2.5 and Diesel PM emissions) compared with other communities in Los Angeles County; and

WHEREAS, the Task Force has developed an Investment Plan for the Metro Board's consideration to deliver much-needed investment for the communities directly impacted by the movement of people and goods through the I-710 South Corridor; and

WHEREAS, the Investment Plan implements projects and programs designed to realize multimodal strategies and reflects the collective vision and aspirations of the communities and stakeholders it serves; and

WHEREAS, the Investment Plan represents the consensus support of Metro stakeholders who live and work along the LB-ELA Corridor; and

WHEREAS, there is no corridor-wide expansion of the I-710 Freeway or displacement in the Investment Plan; and

WHEREAS, the Investment Plan hopes to achieve a multidimensional, multimodal investment strategy to improve regional and local mobility and air quality while fostering economic vitality, social equity, environmental sustainability, improved public health, safer travel for all users, and access to opportunity; and

WHEREAS, the Investment Plan identifies and funds initial implementation-ready project priorities to prepare for leveraging and implementation; identifies longer-term project priorities and funds planning / pre-implementation phases leading to leveraging and implementation; plans, develops, identifies, and refines remaining projects, programs, strategic initiatives, and equity needs to advance the corridor's Vision, Goals, and Guiding Principles; identifies projects recently funded and seeking funding by other sources; and features 15 Community Programs and 5 Modal Programs.

NOW, THEREFORE, BE IT RESOLVED by the Gateway Cities Council of Governments as follows:

SECTION 1. All of the recitals above are true and correct and are incorporated herein as if set forth in full.

SECTION 2. That the Gateway Cities Council of Governments support the Investment Plan, including the following priorities for the residents and cities of the Gateway Cities subregion, including:

- Five Modal Programs centered around the following modes of transportation: Active Transportation, Arterial Roadways/Complete Streets, Freeway Safety and Interchange Improvements, Goods Movement, and Transit;
- The delivery of projects valued at \$13.6 billion that will be funded through sources *other* than the Corridor's Measure R/M funds, including a series of multimodal transportation projects since initiating the Task Force in

September 2021, from local bicycle lanes to major port infrastructure projects; and

- An investment of \$743 million in Measure R and M funding dedicated to the LB-ELA Corridor to catalyze more than \$2.46 billion in local, state, and federal investment in priority projects and programs; taken together, the total investment generated from Measures R and M funding is expected to be over \$3.2 billion; and
- The \$743 million in Measure R and M funding includes \$449 million for initial project funding, including \$40 million for community programs, and \$293 million for modal programs; and
- The projects and programs recommended for initial funding as listed in Table 8-2 of the Investment Plan (pages 183-184), which are in various stages of project development, from planning through implementation.

SECTION 3. The Secretary shall attest and certify to the passage and adoption of this Resolution and enter it into the book of original resolutions, and it shall become effective immediately upon its approval.

PASSED, APPROVED AND ADOPTED this 6th day of March, 2024


Ariel Pe, President

ATTEST:


Hector De La Torre, Secretary



April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan, under the condition that there will be zero residential displacements.

This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. California Walks urges Metro to continue engaging communities and provide improved access to sustainable alternative transportation, with the guarantee that no displacements or increases of pollution will occur due to this plan. Investment efforts, such as this CMIP, which shift funding away from freeway expansion towards real community mobility investments, should be the direction that all agencies take moving forward. This plan shows a commitment to advancing real community priorities over the failed approaches of the past, but LA Metro must follow through in its commitment or risk further alienation of the communities along the 710 corridor, many of whom have voiced serious misgivings about whether these investments will actually benefit them.

California Walks supports moving the Long Beach-East Los Angeles Corridor Mobility Investment Plan forward and requests the support of the Metro Board of Directors.

Sincerely,

Kevin C. Shin
Co-Executive Director
California Walks

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan, under the condition that there will be zero residential displacements.**

This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility for all road users. Car-Lite Long Beach urges Metro to continue engaging communities and provide sustainable alternative transportation that includes investments in public transit and improved access to the Los Angeles River for pedestrians and bicyclists.

Car-Lite Long Beach supports moving the Long Beach-East Los Angeles Corridor Mobility Investment Plan forward and requests the support of the Metro Board of Directors. Thank you.

Sincerely,

Erin Hoops

Organizer, Car-Lite Long Beach



425 S. Palos Verdes Street Post Office Box 151 San Pedro, CA 90733-0151 TEL/TDD 310 SEA-PORT www.portoflosangeles.org

Karen Bass *Mayor, City of Los Angeles*

Board of Harbor
Commissioners

Lucille Roybal-Allard
President

Diane L. Middleton
Vice President

Michael Muñoz
Commissioner

Edward R. Renwick
Commissioner

I. Lee Williams
Commissioner

Eugene D. Seroka

Executive Director

April 24, 2024

Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Members of the Metro Board of Directors:

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

I write to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**. This plan is a bold step forward to deliver over \$3 billion in new projects, benefiting the I-710 South Corridor and the communities along it, while creating jobs for our local workforce.

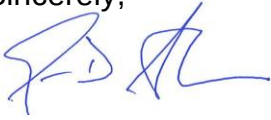
The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, funding numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South Corridor have asked for their voices to be heard and for their needs to be addressed. This plan moves us in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. It is a major achievement to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

Moving forward, I also want to highlight the inclusion of the **Lomita Boulevard/SR-47 Connector Project** in the Long Beach-East LA Corridor Mobility Investment Plan as an unfunded priority project. This project would fully improve Lomita Boulevard, from Eubank Avenue to Alameda Street (1.2 miles) along the Wilmington/Carson border and connect it with Alameda Street to the east. Improving this boulevard would provide safe, quality travel options for moving people and goods. An engineering study is underway, which would create a scope of work that includes alternative project options and the projected costs associated with each option. Once completed, the City of Los Angeles should have the necessary documents to move forward and obtain additional support and funding.

Again, on behalf of the Port of Los Angeles, I express full support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan and request the full support of the Metro Board of Directors. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read 'E. Seroka', with a stylized flourish at the end.

EUGENE D. SEROKA
Executive Director

EDS:DL/AS:vb



ANNETTE C. DELGADILLO
Mayor

PEGGY LEMONS
Vice Mayor

ISABEL AGUAYO
Councilmember

BRENDA OLMOS
Councilmember

VILMA CUELLAR STALLINGS
Councilmember

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors:

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The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

City of Paramount fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and requests the full support of the Metro Board of Directors. Thank you.

CITY OF PARAMOUNT

Annette C. Delgadillo
Mayor

Dedicated to providing fiscally responsible services that maintain a vibrant community.

16400 Colorado Avenue • Paramount, CA 90723-5012 • Ph: 562-220-2000 • paramountcity.com

facebook.com/CityofParamount | instagram.com/paramount_posts | youtube.com/CityofParamount



April 24, 2024

VIA ELECTRONIC MAIL

Chair Bass & Members of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 3rd Floor Board Room
Los Angeles, CA 90012

Clerk of the Board
Email: BoardClerk@metro.net

Re: Item #11- Long Beach- East LA Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Board:

On behalf of the Coalition for Environmental Health & Justice (CEHAJ), we submit this letter expressing our concerns and recommendations regarding the Long Beach-East Los Angeles Corridor Mobility Investment Plan (CMIP) scheduled to come before the Board on April 25, 2024. For over two years, our coalition has participated in the taskforce process with Metro staff and a diverse group of stakeholders, including impacted residents living along the I-710 corridor, government officials, regional planning agencies, industry groups, port authority representatives, and utility providers. We were encouraged by Metro's commitment to equity and sustainability principles that aimed to repair past harm done to communities along the corridor.

Throughout the two-year-long process, we shared Metro's goal of ensuring that the CMIP "achieve[s] a multidimensional, multimodal investment strategy to improve regional and local mobility and air quality." We continue to share that goal but emphasize the need to center equity, public health, and sustainability while providing direct benefits to communities that have borne

the brunt of freight pollution along the corridor. We firmly believe that Metro has an opportunity to address the racist and environmentally harmful legacy of freeway expansions by further refining this investment plan to directly benefit residents in communities hardest hit by the creation of the I-710.

CEHAJ supports several good aspects of the CMIP that carry some direct benefit to corridor communities. These include: 1) specific freeway-related projects like the Willow Interchange Improvements, traffic controls, and particulate matter reduction pilots, as long as there are assurances that none will lead to displacement; 2) arterial roadway improvements along Atlantic Boulevard and Florence and Slauson Avenues; 3) transit investments that improve headways, rider experience, and install quality bus shelters and pedestrian and bicyclist protection along key routes; 4) active transportation that will improve quality of life for residents; 5) improved traffic control systems, as long as they include analysis for localized emissions and do not lead to traffic diversion onto residential streets; 6) community programs that aim to strengthen communities through housing stabilization, homelessness assistance, urban greening initiatives, zero-emissions infrastructure, bus electrification, targeted hire, and improved air quality monitoring; and 7) zero-emissions transportation and infrastructure that will lead to the elimination of diesel trucks, prioritize direct electrification of freight transportation and develop infrastructure planning through robust community engagement.

At the same time, we lament that community programs receive only 5% of the initial committed funds through the CMIP. We also continue to see several deficiencies in the CMIP and remain deeply concerned about the following aspects of the plan:

- The CMIP prioritizes projects that elevate industry-led priorities near freight hubs and projects in the corridor's southern end, which outnumber those that may serve the northern corridor and East Los Angeles/Commerce communities.
- The CMIP must utilize a robust public health analysis to vet proposed projects before committing limited public funds.
- The CMIP does not unequivocally prohibit funded projects from displacing residents or small businesses.

Without additional guardrails, implementation of the CMIP risks veering away from the promised equity principles that would guide the process and further erode the public trust Metro has earned after two years of public engagement on the plan.

The plan, however, can still be improved with the inclusion of several key measures to ensure that impacted communities have decision-making power through the proposed working group process in the following specific ways:

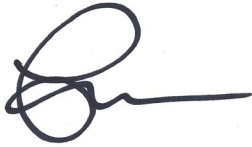
- Ensure that each established working group comprises a diverse group of residents and corridor cities and that well-resourced, industry-focused groups do not hijack the process.
- Include community veto power over projects later found to result in high community impacts such as displacement, air pollution, and health disparities.
- Ensure that final decisions to move a project forward require majority approval from corridor residents in the working groups.

Finally, we were encouraged last month by Supervisor Hahn's motion calling on Metro to commit to a no-displacement policy. While we appreciate Metro staff pre-screening projects on the initial CMIP project list for potential displacement, these early actions do not assure communities that Metro will prevent projects later determined to trigger displacement from moving forward once included in the investment plan. We urge the full Board to adopt a resolution making it unmistakable that no investment from this plan, designed to remedy past harms, will lead to the displacement of Corridor residents or small businesses.

We look forward to continuing to engage with Metro staff and the board to ensure that Metro's first-of-its-kind investment plan leads to equitable outcomes and achieves the goals of making I-710 Corridor communities whole.

Thank you,

On behalf of the Coalition for Environmental Health and Justice



Fernando Gaytan
Earthjustice

Sylvia Betancourt
Marlin Dawoodjee Vargas
Long Beach Alliance for Children with Asthma

Janeth Preciado Vargas
Communities for a Better Environment

Kimberly E. Leefatt
Natural Resources Defense Council



CERRITOS COMMUNITY COLLEGE DISTRICT

11110 Alondra Boulevard, Norwalk, CA 90650 | (562) 860-2451 extension 2204

Office of the President

April 28, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

On behalf of Cerritos College, I am writing to express full support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan**.

This plan is a bold step forward, to deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard, and for their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, and that is reflected in a finished product that lays the groundwork for real investments in our underserved communities.

Cerritos College fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan, and respectfully requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

Jose L. Fierro, DVM, Ph.D.
President/Superintendent
jfierro@cerritos.edu

Cerritos College

11110 Alondra Blvd., Norwalk, CA 90650 | Office (562) 860-2451 | www.cerritos.edu

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express support for the **Long Beach-East Los Angeles Corridor Mobility Investment Plan, under the condition that there will be zero residential displacements.**

This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility for all road users. SELA Bicycle Center urges Metro to continue engaging our communities and provide improved access to sustainable alternative multimodal transportation that includes safe access to the Los Angeles River for pedestrians and bicyclists. As a longtime resident of these communities, I am excited to see such interest and dedication to improve our communities. Our communities deserve investments in our region that will improve air quality, increase access to green spaces, and ultimately improve the quality of our life.

SELA Bicycle Center supports moving the Long Beach-East Los Angeles Corridor Mobility Investment Plan forward and requests the support of the Metro Board of Directors. Thank you.

Sincerely,

Christian Vazquez
Owner
SELA Bicycle Center

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0064
(916) 319-2064
FAX (916) 319-2164

DISTRICT OFFICE
8255 FIRESTONE BOULEVARD, SUITE 203
(562) 861-5803
FAX (562) 861-5158



COMMITTEES
CHAIR, RULES
CO-CHAIR, LEGISLATIVE ETHICS
GOVERNMENTAL ORGANIZATION
JUDICIARY
LOCAL GOVERNMENT
CHAIR, JOINT COMMITTEE ON RULES

April 24, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I am writing to express support for the Long Beach-East Los Angeles Corridor Mobility Investment Plan.

This plan is a bold step forward to deliver real investments along the I-710 South freeway and throughout the communities that it traverses, ensuring that we continue to create jobs for our local workforce while delivering more than \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$3.3 billion in state and federal dollars. The plan offers an approach grounded in equity and sustainability, and it funds numerous active transportation, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard and for their needs to be addressed. This plan is a big step in a positive direction, departing from traditional approaches and embracing innovative strategies that will improve air quality, safety, prosperity, and mobility. Throughout the plan's development, Metro has engaged community stakeholders through its task force, Community Leadership Committee, and several working groups. This extensive engagement underscores the magnitude of the endeavor to finalize the plan, reflected in a finished product that lays the groundwork for significant investments in our underserved communities.

I am in strong support the Long Beach-East Los Angeles Corridor Mobility Investment Plan and request the full support of the Metro Board of Directors.

Sincerely,

A handwritten signature in black ink, appearing to read "Blanca Pacheco", with a stylized flourish at the end.

BLANCA PACHECO
Assemblywoman, 64th District

City of Bell, CA
Office of City Manager
6330 Pine Avenue
Bell, CA 90201



Michael L. Antwine, II
City Manager
Phone: (323) 588-6211
Fax: (323) 771-9473

April 23, 2024

Honorable Karen Bass, Chair
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

RE: Item #11 Long Beach-East Los Angeles Corridor Mobility Investment Plan

Dear Chair Bass and Members of the Metro Board of Directors,

I fully support the **Long Beach-East Los Angeles Corridor Mobility Investment Plan.**

This plan is a bold step forward. It will deliver real investments not just along the I-710 South freeway but throughout the communities along it, ensuring that we continue to create jobs for our local workforce while delivering over \$3 billion in new projects.

The Long Beach-East Los Angeles Corridor Mobility Investment Plan will leverage nearly \$743 million in Measure R and M funds to bring in another \$2.5 billion in state and federal dollars. It offers an approach grounded in equity and sustainability, and it funds numerous active transportations, complete streets, freeway safety improvements, goods movement, and transit projects.

For years, residents along the I-710 South freeway have asked for their voices to be heard and their needs to be addressed. This plan is a big step in a positive direction, shifting away from old ideas toward new approaches that will improve air quality, safety, prosperity, and mobility. Metro has engaged community stakeholders throughout the plan's development through its Task Force, Community Leadership Committee, and several Working Groups. This was a big undertaking to get to a final plan, reflected in a finished product laying the groundwork for real investments in our underserved communities.

The City of Bell fully supports the Long Beach-East Los Angeles Corridor Mobility Investment Plan and requests the full support of the Metro Board of Directors. Thank you.

Sincerely,

Michael L. Antwine II, City Manager



MAYOR
REX RICHARDSON

April 24, 2024

Los Angeles County Metropolitan Transportation Authority
Board Administration
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Dear Metro Board of Directors,

I write to you today to provide comments on the Long Beach elements of the Long Beach-East LA Draft Corridor Mobility Investment Plan.

On behalf of the City of Long Beach, I would like to thank LA Metro staff for the many years of hard work that went into putting this Corridor Mobility Investment Plan together, and all of the community members who shared their insights and participated in the development of this plan. The City of Long Beach is grateful to have had the opportunity to share our community's priorities throughout the process.

We are supportive of the current draft of the plan, and are especially appreciative of the \$9 million that the Shoemaker Bridge and Shoreline Drive Realignment projects will be receiving as a part of this plan. The projects aim to enhance mobility for various forms of transportation, expand the park size, and improve accessibility to the park space. This initiative will not only benefit the environment but also contribute to the quality of life for residents and visitors alike. It is a positive and forward-thinking project that demonstrates our commitment to creating a healthier and more vibrant city for everyone.

We know that this initial \$9 million investment is just a starting point, and we look forward to partnering with LA Metro CEO Stephanie Wiggins and her team to identify the additional funding needed in the months ahead to make the larger Shoemaker Bridge project a reality. Shoemaker Bridge (including the realignment of Shoreline Drive) will soon be a shovel-ready project, and was identified as an early-action project of the 710 corridor that will serve as an important asset to bolster our regional economy. We hope to count on the ongoing commitment and partnership of LA Metro and our regional partners to help ensure this critical project moves forward.

Moreover, we appreciate the inclusion of non-freeway projects in this investment plan, which references Long Beach's Westside Promise Initiative, the Green Terminal Island project, and other greening and multi-modal projects in our city. It is important that we continue to look beyond freeway expansion and prioritize multi-modal solutions for our region.

Our understanding is that the freeway projects themselves will be designed within the parameters of the previous Metro Board motion led by Supervisor Janice Hahn that prevents takings as a part of any proposed freeway improvements, and the City of Long Beach would like to ensure that the Supervisor's motion is still followed with the implementation of this plan. I would like to acknowledge Supervisor Hahn and her staff who have been supportive of the Long Beach community's needs and priorities throughout the development of this comprehensive plan.

Sincerely,

Rex Richardson, Long Beach Mayor

April 2024 RBM Public Comments – Item 11

From: [REDACTED]
Sent: Wednesday, April 24, 2024 2:33 PM
To: Board Clerk <BoardClerk@metro.net>
Cc: donez.francisco@epa.gov; Dunning.connell@epa.gov; capilla.morgan@epa.gov; Elissa.Konove@dot.gov; Monica.Gourdine@dot.gov; Antonio.Johnson@dot.gov
Subject: Public Comment - Item #11 - I-710 Freeway Removal Alternative Analysis & Mitigation

Michael Cano

Executive Officer
Countywide Planning and Development
LA Metro
One Gateway Plaza, MS 99-13-1
Los Angeles, CA 90012

Long Beach – East Los Angeles Corridor Mobility Investment Plan

Hi Michael,

Thank you for responding to my questions at recent public meetings regarding a plan alternative to remove the I-710 freeway. Also thank you for acknowledging my prior email. Please include this letter with attachments as public comment for the draft **Long Beach – East Los Angeles Corridor Mobility Investment Plan**.

As I stated at the meetings, maintaining I-710 as a freeway does not appear consistent with the goals and guiding principles of the local community, nor consistent with the environmental justice and social equity policies of LA Metro. This is reinforced by the decision by the Metro Board to remove I-710 as a designated interstate in the wealthier non-minority communities north of Valley Boulevard.

At two meetings and by email I inquired why, during the plan process, local communities south of Valley Boulevard were not presented with removal of I-710 as an option to be evaluated in the Corridor Mobility Investment Plan draft document. Exclusion of this option denied the local communities the resources and opportunity to evaluate removal as a viable alternative. What analysis was done in making the decision to exclude the option? Was the community informed of that analysis?

The I-710 freeway was not part of the original LA County interstate system. It was part of the urban add-on projects and was not evaluated for long-term sustainability. It is overcapacity and cannot function at the level of service for which it was designed. The traffic congestion on I-710 has significant negative impacts on air quality (air pollution) including particulates that imbed deep into lung tissue and which apparently cannot be mitigated. I-710 cannot accommodate current or future freight traffic efficiently or cost effectively. I-710 attracts vehicle trips which concentrates

traffic congestion and exacerbates travel delays. The facility's impact environmentally degrades adjacent communities and the Los Angeles River. The Los Angeles River is the largest recreational and open space resource for these communities.

Along the corridor the local communities have excessive transportation costs in relation to income. These costs divert resources from needs such as housing, healthcare, education, childcare, recreation, food, etc. The local municipalities are faced with excessive transportation infrastructure costs in relation to their tax base. These resources are diverted from public services and benefits like parks, police, fire, maintenance, schools, libraries, etc.

Historically urban interstates generate more economic, environmental, health, and social costs than benefits. I-710 is a clear example of this. It is less beneficial to attempt to mitigate its impacts than to remove the freeway, especially long term. The resources and technology to mitigate removal exist. The local communities are entitled to have this option pursued and evaluated in the planning document.

At the second meeting you asked that I provide a viable alternative. A combination of many different alternatives exist. Because this corridor is so complex, it is best to take a holistic approach and integrate a variety of solutions. The specific measures for a more viable long-term solution with examples include:

1. Distribute the freight sorting load by developing satellite inland freight ports to accommodate distribution, transfer, and growth of freight traffic.
2. Utilize autonomous electric rail freight car technology. This type of system distributes the freight more efficiently and cost effectively than trucking. Negative congestion and air quality impacts are eliminated. Vendors such as Alstom, Intramotev, and a local company, Parallel Systems, develop this technology. It is not dissimilar to airport luggage sorting systems or automated warehouse systems.
3. Utilize the available rail capacity of the Alameda corridor as a conduit for these autonomous electric rail freight cars to move freight to the inland ports.
4. Utilize micro-terminal technology, also currently available, for freight transfer to trucks at satellite ports.
5. Upgrade existing rail and bus transit technologies as competitive alternatives to auto travel, especially for peak periods.
6. Implement established comprehensive TDM Transportation Demand Management strategies. This facilitates a progressive modal shift from auto trips to competitive transit.
7. Inventory the study area parking supply. Develop a parking management system to use parking supply resources more efficiently and to free up resources for other uses. Excessive parking supply competes directly with resources for housing which leads to increased housing costs. This negatively impacts the affordability of housing supply.
8. Develop a financing, economic development, and systems approach for transit improvements to assure that transit capital improvements qualify for maximum federal and state matching funds.
9. Model the Long Beach and Gateway Cities transit rail lines as fully grade separated extensions to the red and purple lines as an alternative to less competitive LRV light rail technology. Consider using dual-traction technology vehicles and open cut street-side station design to increase cost/effectiveness. Typical competitive urban rail travel times are

near the range of 28-32 mph including station stops. Planning the lines as extensions of existing service improves the cost/benefit and reduces operating costs. These adjustments increase project competitiveness for federal funding grants.

10. Extend the existing Green Line to connect with the Norwalk/Santa Fe Springs commuter rail station east of Norwalk.
11. Develop rail connections between the Green and Blue Lines to facilitate direct Green Line service to downtown Los Angeles and Long Beach.
12. Upgrade primary (Tier 1) bus service to exclusive center lane running competitive BRT service. This strategy improves service levels and efficiency while reducing operating costs.
13. Program restoration of the Los Angeles river floodplain to filter and reduce pollution that impacts Long Beach.
14. Develop land-bank and density transfer policies and programs to acquire land to enlarge the floodplain and watershed to accommodate a natural flow.
15. Research and implement floodplain best-use models. Develop best-use river flood plain recreational facilities.
16. Develop a rainwater diversion program throughout the watershed to mitigate pavement runoff.
17. Adjust zoning densities in the local communities to capitalize on the open space, surplus land, and transit improvements.
18. Partner with automated rail car and BRT vendors to develop local industry employment in research, training, and manufacturing.
19. Removal of the interstate will change and increase adjacent land values. Utilize urban and real estate economists, urban geographers, and planners to analyze development strategies that take advantage of the improved land value opportunities.

Thank you for the opportunity and suggestion to provide this alternative approach. Examples and links follow below.

Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

<https://vimeo.com/854522315>

<https://spectrum.ieee.org/parallel-systems-autonomous-trains>

<https://intramotev.com/product-technology/>

<https://www.freightwaves.com/news/disruption-junction-startup-aims-to-replace-locomotives-with-autonomous-railcars>

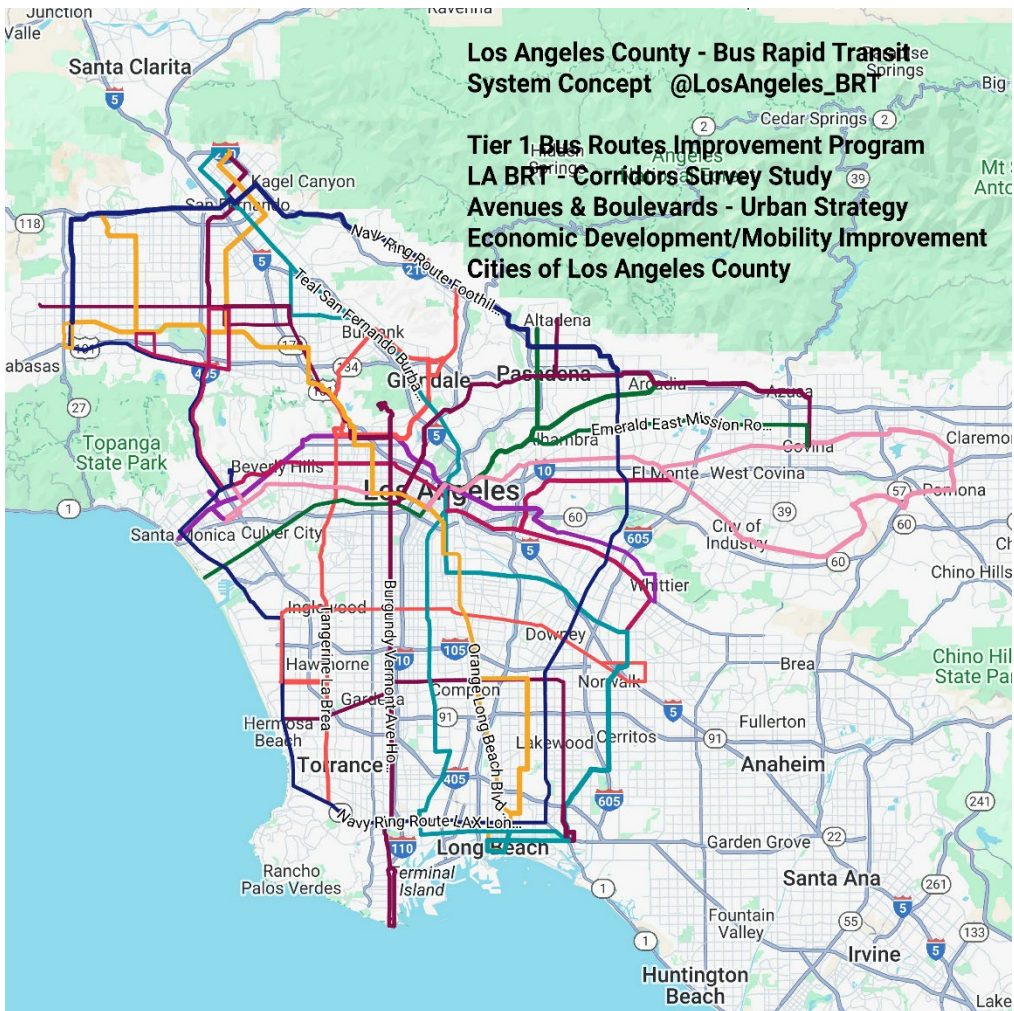
Attached are photos of effectively implemented BRT, open cut, and autonomous rail car technologies .













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L.A.'s Invisible Freeway Revolt

The Cultural Politics of Fighting Freeways



Eric Avila¹

¹University of California, Los Angeles, Los Angeles, CA, USA

Eric Avila, UCLA Department of History, 849 S. Broadway, Apt. 1105, Los Angeles, CA 90014, USA. Email: eavila@ucla.edu

Abstract

Existing accounts of the politics of fighting freeways during the age of the Interstate largely describes the victories of white affluent urban neighborhoods that successfully mustered local opposition to urban highway construction. Popular understandings of the "freeway revolt" thus remain limited to places like Beverly Hills, CA, Cambridge, MA, Lower Manhattan, and New Orleans's French Quarter. Yet a close examination of cultural expression from urban minority communities, like the Chicano barrio of East Los Angeles for example, reveals a more pervasive and sharper critique of building freeways in the city. Losers, perhaps, in the fight against the freeway, city people of color nonetheless voiced specific grievances against highway construction through art, literature, and other forms of creative production. Herein lies another freeway revolt, which inspires local opposition to subsequent forms of spatial injustice in the inner city.

[highway construction](#)

[Freeway revolt](#)

[Mexican Americans](#)

[Los Angeles-Boyle Heights](#)

[cultural politics](#)

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36

The Interstates and the Cities:
Highways, Housing, and the Freeway Revolt

Raymond A. Mohl
Department of History
University of Alabama at Birmingham

Research Report



Research & Innovation

Research & Reports



Technology



Transit Automation



Workforce Development
Initiative

Bus Rapid Transit



International Public
Transportation Program



Bus Testing



Bus Rapid Transit in Los Angeles

Bus Rapid Transit Workshop
April 8-9, 2002

"Action Plan for a Thriving BRT Market"

On April 8-9, 2002 at Los Angeles, CA a Bus Rapid Transit Workshop was held on "An Action Plan for a Thriving BRT Market." Participants at this workshop including the Federal Transit Administration (FTA) officials, community transit representatives, manufacturers and suppliers, and other industry stakeholders all contributed ideas, suggestions, viewpoints and perspective on the workshop topics.

The FTA shared the results from this workshop in an initial Action Plan. One of the areas of interest by the participants was the need for help in community education to help raise the public conscience about the availability of a new mass transit option, which can be funded and immediately provide needed service.

Conversations are needed on a federal level, and local transit groups must talk with their state and regional agencies to strategize funding options, so that both sides are working toward a middle community ground.

The FTA acknowledges the need to encourage competitive BRT vehicle production domestically. Adjustments and

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How Bus Rapid Transit Eased Mexico City's Grueling Commutes

April 29, 2019

By [Zeninor Enwemeka](#)



Downtown, Inc.
How America Rebuilds
Cities

Bernard J. Frieden
Lynne B. Sagalyn

The MIT Press
Cambridge, Massachusetts
London, England

Sanitizing the City

29

1950s. "We went through the black section between Minneapolis and St. Paul," he recalled, "about four blocks wide and we took out the home of every black man in that city. And woman and child. In both those cities practically. It ain't there anymore, is it? Nice little neat black neighborhood, you know, with their churches and all and we gave them about \$6,000 a house and turned them loose onto society."⁴

Whatever the motivation, the poor and the minorities were the leading victims of the highway and renewal programs. And the victims were numerous. Through 1967 urban renewal dispossessed more than 400,000 families and federal aid urban highways some 330,000. The more ambitious a city was in its efforts to rebuild, the more concentrated was the damage. Los Angeles, for example, made an early start on its famous freeway network with state highway funds and then drew down federal aid to step up construction. With their unerring instinct for spotting strategic neighborhoods whose people were poor, minority, and without political influence, the highway planners found the city's main Mexican-American community, Boyle Heights, irresistible. They pushed no fewer than five freeways through this one neighborhood a few miles east of downtown. Baltimore, another ambitious city renowned in the 1980s for the sparkle of its new buildings, also took a heavy toll out of its residents during the early stages. From 1951 through 1964 public programs including highways and urban renewal tore down the homes of about 10,000 Baltimore families, of whom 90 percent were black. By the time the dust settled, low-income blacks had lost the equivalent of one of every five houses they lived in.

Low-income and minority families who lost their homes faced hard times. Low-rent public housing projects usually had long waiting lists, and suburban homes were out of the question. Middle-income people who were moving to suburbia at the time left some vacant houses behind in the cities but most of them at rents the poor could not afford. For black families the situation was close to desperate. While wrecking crews were pulling down their houses, a near-record number of blacks just up from the rural South were crowding into the cheapest apartments still standing in the same neighborhoods: 1.5 million blacks left the South in the 1950s, on the heels of the 1.6 million who moved to the cities of the North and West during the 1940s.

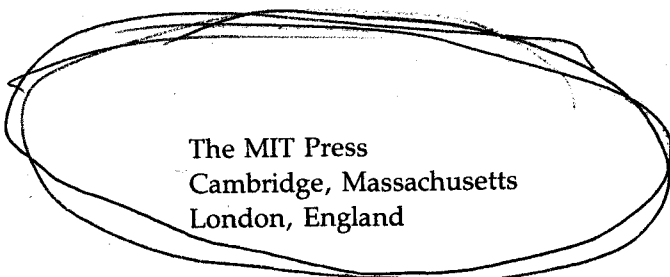
The highway and renewal refugees were under pressure to leave





**Downtown, Inc.
How America Rebuilds
Cities**

Bernard J. Frieden
Lynne B. Sagalyn



The MIT Press
Cambridge, Massachusetts
London, England

Highway Detours

Backed by a civic elite and an increasingly sympathetic press, the mayors and their business allies moved quickly to broaden their power base and find money to carry out their plans. Operating at a time when the federal government was just beginning to increase its domestic spending, they gave their support to highway and urban renewal programs not originally intended for downtown redevelopment and managed to turn both programs to their own purposes.

Their first success of this kind was with the federal aid highway program. The interstate highway system as first proposed would have had some 34,000 miles of freeways flowing across the country but skirting the major cities. Its only urban roads would have been a series of short connectors linking city centers to the bypass highways, with no consideration to relieving traffic bottlenecks in town or helping local commuters.

In 1954 the Eisenhower administration drafted legislation to fund the proposed interstate system, and groups interested in highways began to mobilize support for a big program. New roads were popular, and the highway lobby was influential, but Congress was not going to give automatic approval to whatever plan the administration put before it. In 1955 the Senate and the House rejected major highway bills by wide margins because of disagreements over financing, and then another measure with different funding provisions died in the House. Anxious members of the highway lobby began to look for additional political support.

One place to look for supporters was among big-city mayors, several of whom had already tried to persuade House and Senate committees that the worst traffic jams, and therefore the most pressing highway needs, were in the cities. Not only that, but Baltimore's Mayor Thomas D'Alesandro had identified traffic strangulation within cities as "the major problem facing the country." Further both mayors and representatives of downtown business associations had already made Congress aware that the urban interstate routes were essential for revitalizing central business districts.

The high cost of buying city land for highways and the complex engineering problems of fitting wide roads into built-up areas made urban freeways far less attractive to the highway lobby than mileage in suburban or rural areas. But Alf Johnson, president and chief Washington strategist of the American Association of State Highway

Officials, wanted a broad coalition in order to get a national highway program through Congress. To pick up more big-city support he began persuading state and federal highway engineers to add more urban routes to the interstate network. With little opposition, federal highway administrators proceeded to invite state agencies to propose an additional 2,200 miles of urban highways.

Late in 1955 the U.S. Bureau of Public Roads made these additions official when it issued a report showing interstate highway designations for one hundred urban areas, looking much like the road maps out of a 1980s atlas of American cities. For large metropolitan areas, a typical plan showed an inner belt road around downtown, an outer belt highway circling the suburbs, and one or more radial highways connecting the suburbs to the city center. Smaller metropolitan areas had plans for loop roads or spurs connecting downtown to the nearest interstate highway. City officials also won another concession. During 1955 and 1956 congressional hearings, city representatives argued that urban interstate routes should be built not only as connectors to the interstates but also to help the cities cope with their own traffic problems. They got what they wanted with a provision in the 1956 law giving local needs equal consideration with interstate commerce in laying out these routes.

By the time Congress considered new highway bills in 1956, the official designation of urban routes had made the commitment to cities much more explicit than before, and the book with maps of one hundred urban areas was available to every member of Congress. A bill offering 90 percent federal financing to build the interstate highway system passed the House, 388-19, and the Senate, 89-1. How important the promises to cities were in getting the program enacted is hard to know, but President Eisenhower commented later that the book showing routes in one hundred cities had sold the program to Congress.

The cities' share in the new program was substantial. The Federal-Aid Highway Act of 1956 provided for 41,000 miles of interstate highways, of which 6,100 miles were in urban areas. Although the urban routes were less than 15 percent of the total mileage, they were expected to cost more than the rest of the system combined. Later amendments enlarged the total system to 42,500 miles and increased the urban share to 8,600 miles, more than one-fifth of the total mileage. Before 1956 the twenty-five largest cities had only 480 miles of freeways completed or under construction, and more than half the

total was in just three cities: New York, Los Angeles, and Chicago. By 1976 some 7,400 miles of urban interstate highways were open to traffic, accounting for most of the urban freeways in the nation. If new highways could help downtown by funneling people in and out more easily, the cities had accomplished a major part of their rescue mission by shaping the interstate program their way.

The mayors and their downtown allies were no weaklings when it came to spotting openings and snatching public funds. The program they remade to suit city purposes was nothing less than the largest public works program in history. Their takeover was all the more remarkable because it was contrary to the intentions of President Eisenhower and his adviser on the subject, General Lucius Clay. When Eisenhower discovered three years later that the interstate system was running freeways through congested major cities, he fumed that this was entirely against his original concept. Reluctantly he conceded that the book of urban maps had made firm promises to Congress, and the federal government could not unilaterally change routes established by federal-state agreements. Clay, who headed a presidential committee that proposed the 1956 legislation, also disowned the urban routes as perversions of what his committee had in mind. (By 1972 even Alf Johnson considered the urban interstates a legislative error.) That the big-city mayors and their allies prevailed against such powerful opponents was testimony both to their own skill and to the emerging opportunities to get federal resources for rebuilding downtown.

The Urban Renewal Takeover

Another program up for grabs was urban renewal. Like the highway program, its purposes were pliable enough to invite cities to define them according to their own needs. Enacted well before most downtown coalitions were up and running, it was in operation too early for them to reach for the money while Congress worked on the legislation. But there is more than one way to skin a federal program, and this time a gradual taking was the strategy of choice.

Urban renewal was a hybrid in its origins, born out of the overlapping purposes of two conflicting groups. Real estate interests had argued for a federal program that would help private enterprise convert run-down areas of cities into profitable developments. Housing advocates wanted federal help to get better housing for low-income

slum dwellers. The two lobbies came together just long enough to give critical support to a slum-clearance program as part of the Housing Act of 1949.

The housing lobby put its stamp all over the legislative history of the program. Thus the "primary purpose of Federal aid in this field," according to the Senate committee report, "is to help remove the impact of the slums on human lives rather than simply to assist in the redevelopment or rebuilding of cities."² No matter what the Senate leaders may have intended, the law had loopholes: One was that it offered federal help to cities for demolishing slum housing, no matter what they built in its place, on the assumption that tearing down slums was a community benefit in itself. This provision invited cities to use federal money for clearing run-down houses on the edge of the business district and to replace them with offices, stores, or anything else.

When legal requirements stood in the way of important projects, they turned out to have little practical effect. One of the basic provisions was that urban renewal funds were only for "a slum area or a blighted, deteriorated, or deteriorating area . . . which the [federal] Administrator approves as appropriate for an urban renewal project."³ What constituted a blighted area was open to argument, however, and city officials had good reasons to stretch the meaning of blight. Federal regulations that emphasized clearing the most unlivable areas conflicted with other rules requiring local renewal agencies to sell their cleared sites to private developers for rebuilding. Few developers were willing to build in the heart of the slums. Cities such as Newark tried in the early years of the program to plan middle-income housing in some of the worst parts of the city, only to discover that no developers were interested.

Soon city renewal directors were searching for "the blight that's right"—places just bad enough to clear but good enough to attract developers. Robert Moses showed the way in the early 1950s when he planned a renewal project around Columbus Circle in Manhattan in order to build the New York Coliseum. To make the area "predominantly residential" Moses gerrymandered the project boundaries around some nearby tenement houses. But in addition to making it residential, Moses had to make it blighted. According to testimony from the former chief architect of the city housing authority, only 10 percent of the tenements were substandard and only 2 percent of the entire area could be considered a slum. It became a slum when the

[REDACTED]
Sent: Wednesday, April 24, 2024 4:43 PM

To: Board Clerk <BoardClerk@metro.net>; mayor@cityofinglewood.org; fasanaj@accessduarte.com; kheit@gatewaycog.org; AskDon@bos.lacounty.gov; anajarian@glendaleca.gov; mayor.garcetti@lacity.org; Diane DuBois <service1@lakewoodcity.org>; Mike Antonovich <fifthdistrict@bos.co.la.ca.us>; councilmember.krekorian@lacity.org; Hilda@hildasolis.com; sheila@bos.lacounty.gov; mike.bonin <mike.bonin@lacity.org>

Subject: Public Comment Item #11 - Effective Urban Interstate Cancellation & Removal

San Francisco After the Port and Central Freeways were removed.

https://www.google.com/search?client=ms-android-tmus-us-rvc3&sca_esv=c403fc4712b20e4f&sca_upv=1&cs=0&output=search&q=Patricia%E2%80%99s%20Green%20In%20Hayes%20Valley&ludocid=13584464242076453763&lsig=AB86z5WZjDWaAlPRC_RidjS3Jy5ZU&kgs=042136bb03b95e8d&shndl=30&source=sh%2Fx%2Floc%2Fact%2Fm4%2F2#trex=m_t:lcl_akp,rc_f:rln,rc_ludocids:13584464242076453763,ru_gwp:0%252C7,ru_lqi:ChFoYXllcyB2YWxsZXkgeGFya0icw8bB5YCAgAhaHxACGAAYARgCIhFoYXllcyB2YWxsZXkgeGFyayoCCAOSAQRwYXJrmgEjQ2haRFNVaE5NRzluUzBWSIEwRm5TVVJWWjNSaVEwVm5FQUXgAQARu_phdesc:Jh9_jTBVsCg,trex_id:SpB66d&lpq=cid:CglgAQ%3D%3D

Portland Riverfront Freeway Removal

<https://www.cnu.org/what-we-do/build-great-places/harbor-drive-removal#:~:text=Portland%2C%20Oregon&text=It%20stands%20as%20the%20first,lanes%20carrying%20US%20Route%2099W>

New York Hudson River Interstate Removal and Cancellation

https://en.wikipedia.org/wiki/West_Side_Highway#:~:text=at%2014th%20Street-,1973%20collapse,lanes%20that%20made%20merging%20dangerous

Washington DC Freeway Cancellations and Interstate funds transfers to transit.

San Francisco, CA Interstate Cancellations & funds transfers to transit.







405 Free...405 Commi...Porsche De...Google Ima...Google Ima...Google Ima...Google Ima...Google Ima...Google Ima...Google Ima...0.05801 39

la.curbed.com/archives/2014/10/405_commutes_now_a_minute_worse_than_before_carpool_lane.php

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THE COMMUTE

405 Commutes Now a Minute Worse Than Before Carpool Lane

Thursday, October 9, 2014, by Bianca Barragan

[Image via Eric Demarcq / Curbed LA flickr pool]

Hot on the heels of a study proclaiming Los Angeles to be [one of the](#)

WEST LA

405 FREEWAY

405 WIDENING

CARPOOL LANES

CARPOOL LANES

FREEWAYS

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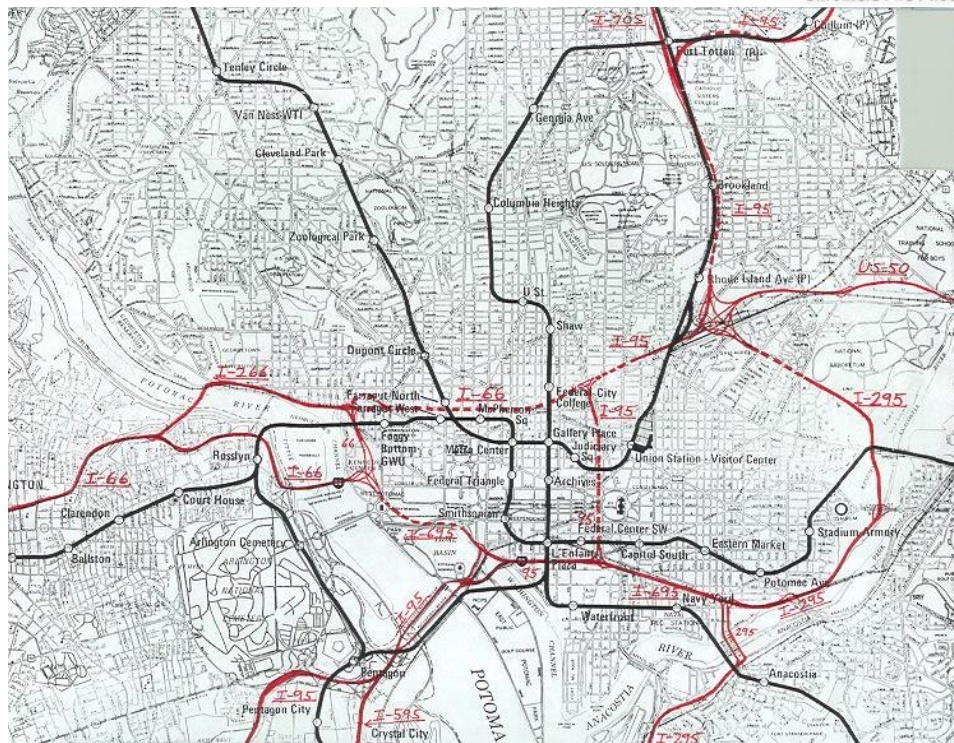
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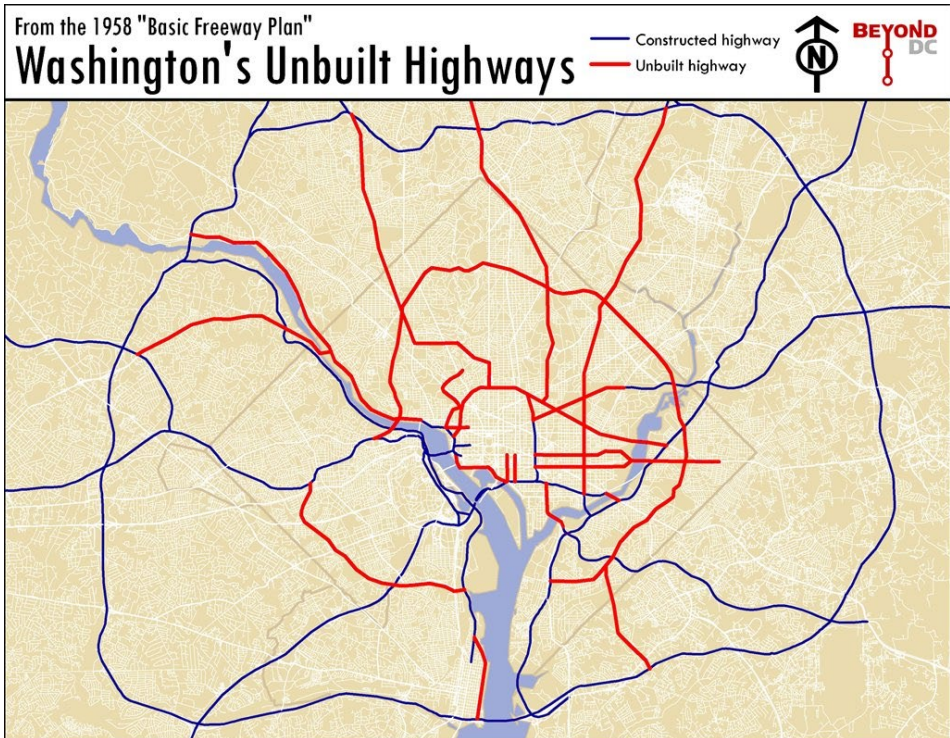
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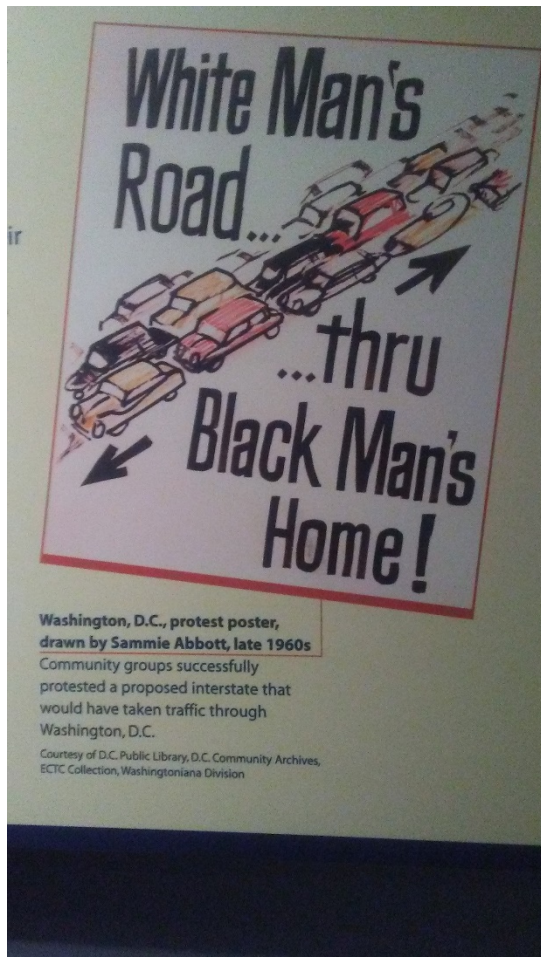
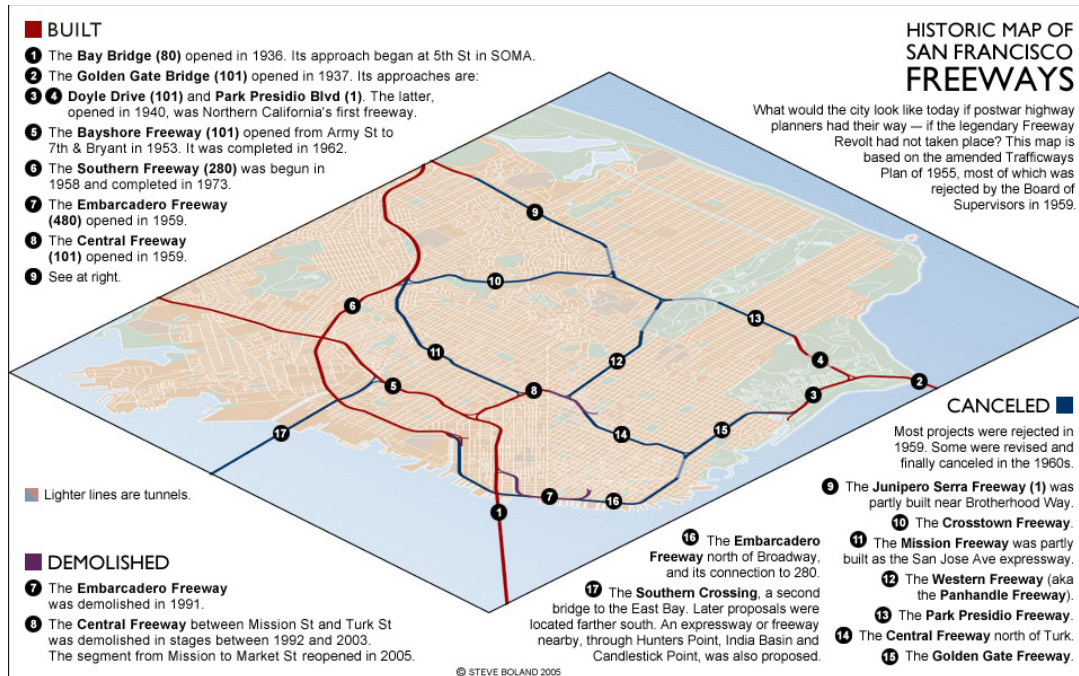


Chronicle File Photo





Chronicle / Vince Maggiora





BUILT

- 1 The **Bay Bridge (80)** opened in 1936. Its approach began at 5th St in SOMA.
- 2 The **Golden Gate Bridge (101)** opened in 1937. Its approaches are:
- 3 4 **Doyle Drive (101)** and **Park Presidio Blvd (1)**. The latter, opened in 1940, was Northern California's first freeway.
- 5 The **Bayshore Freeway (101)** opened from Army St to 7th & Bryant in 1953. It was completed in 1962.
- 6 The **Southern Freeway (280)** was begun in 1958 and completed in 1973.
- 7 The **Embarcadero Freeway (480)** opened in 1959.
- 8 The **Central Freeway (101)** opened in 1959.
- 9 See at right.

Lighter lines are tunnels.

DEMOLISHED

- 7 The **Embarcadero Freeway** was demolished in 1991.
- 8 The **Central Freeway** between Mission St and Turk St was demolished in stages between 1992 and 2003. The segment from Mission to Market St. reopened in 2005.

HISTORIC MAP OF SAN FRANCISCO FREEWAYS

What would the city look like today if postwar highway planners had their way — if the legendary Freeway Revolt had not taken place? This map is based on the amended Trafficways Plan of 1955, most of which was rejected by the Board of Supervisors in 1959.

CANCELED

Most projects were rejected in 1959. Some were revised and finally canceled in the 1960s.

- 9 The **Junipero Serra Freeway (1)** was partly built near Brotherhood Way.
- 10 The **Crosstown Freeway**.
- 11 The **Mission Freeway** was partly built as the San Jose Ave expressway.
- 12 The **Western Freeway** (aka the **Panhandle Freeway**).
- 13 The **Park Presidio Freeway**.
- 14 The **Central Freeway** north of Turk.
- 15 The **Golden Gate Freeway**.

16 The **Embarcadero Freeway** north of Broadway, and its connection to 280.

17 The **Southern Crossing**, a second bridge to the East Bay. Later proposals were located farther south. An expressway or freeway nearby, through Hunters Point, India Basin and Candlestick Point, was also proposed.

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Darius Aidala for the City of San Francisco



One of the earliest Interstate battles took place in San Francisco, CA, where the double-decked Embarcadero Freeway (I-480) became a focal point for objections. Although additional construction was blocked, the freeway remained in place until it was damaged by the Loma Prieta Earthquake in October 1989.

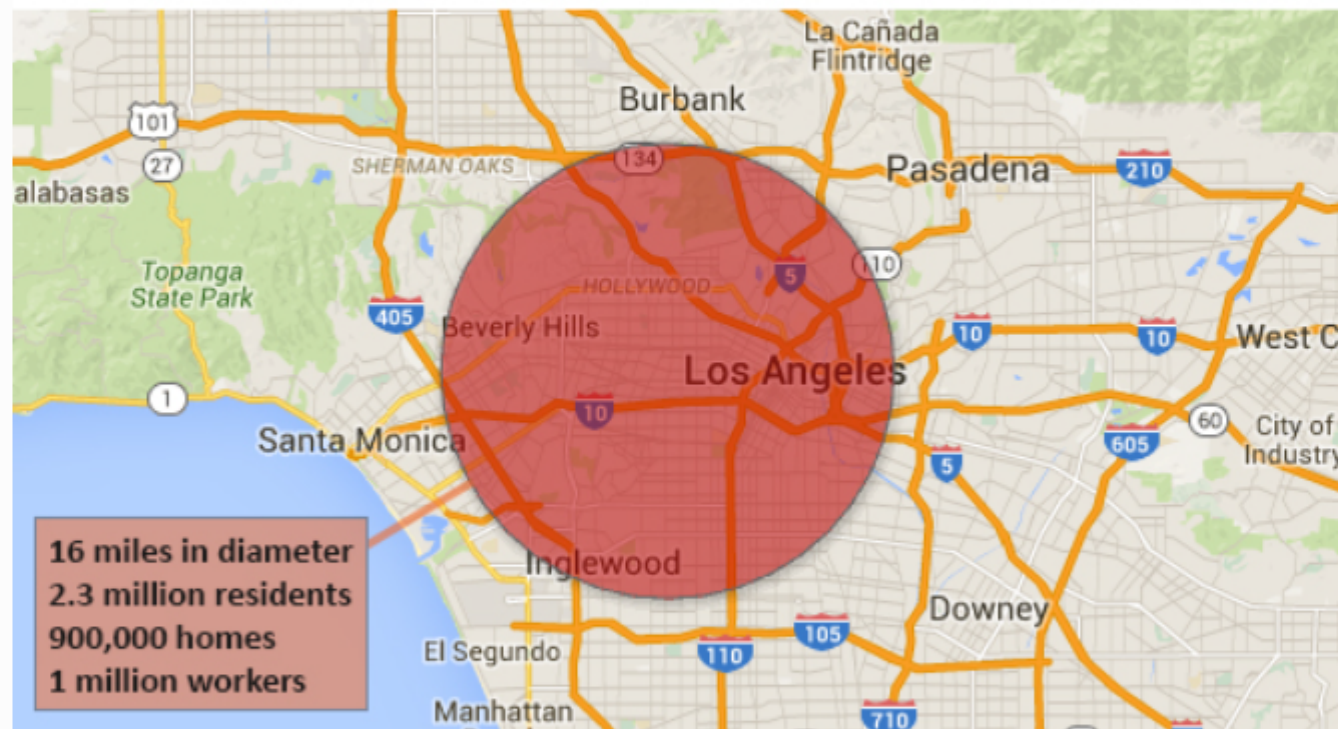
Darius Aidala for the City of San Francisco



MAPPED: ALL 200 SQUARE MILES OF PARKING IN LA COUNTY, AS ONE GIANT PARKING LOT

January 4, 2016

The LA County Parking Crater: 18.6 Million Parking Spots Use 200 Square Miles of Space



Giving "parking crater" a new meaning: All 18.6 million parking spots in LA County would take up enough space to create a parking lot 16 miles in diameter, obliterating a huge number of the communities and institutions that make LA such an attractive place to live, work, and visit. Even spread throughout the region, these parking spaces extend the distances between our destinations, raise prices and housing costs, and discourage healthier forms of transportation like walking and biking.

From: [REDACTED]

Sent: Wednesday, April 24, 2024 4:56 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Public Comment Item #11 - Removing Freeways - Restoring Cities

Removing Freeways - Restoring Cities

Produced by the
**Preservation
Institute**

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The Movement Has Begun



<http://www.preservenet.com/freeways/>

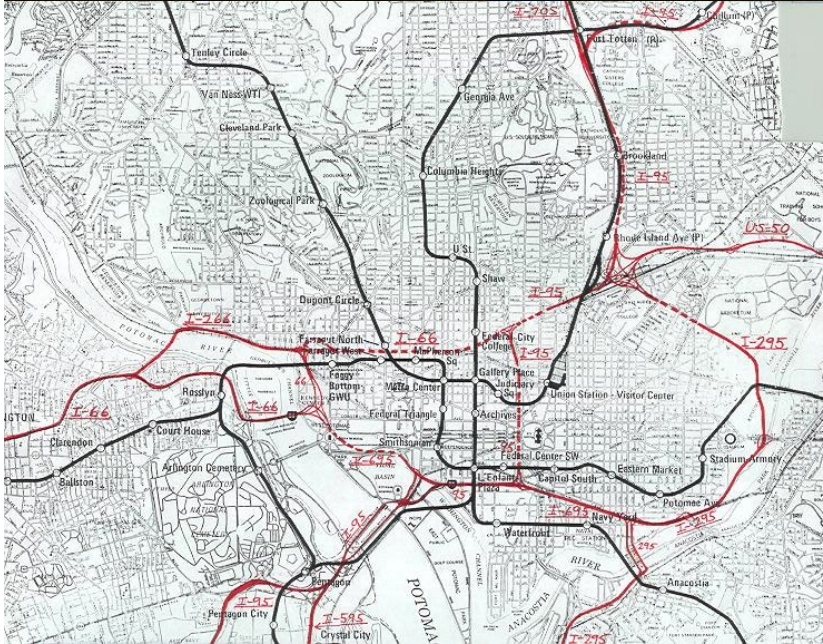
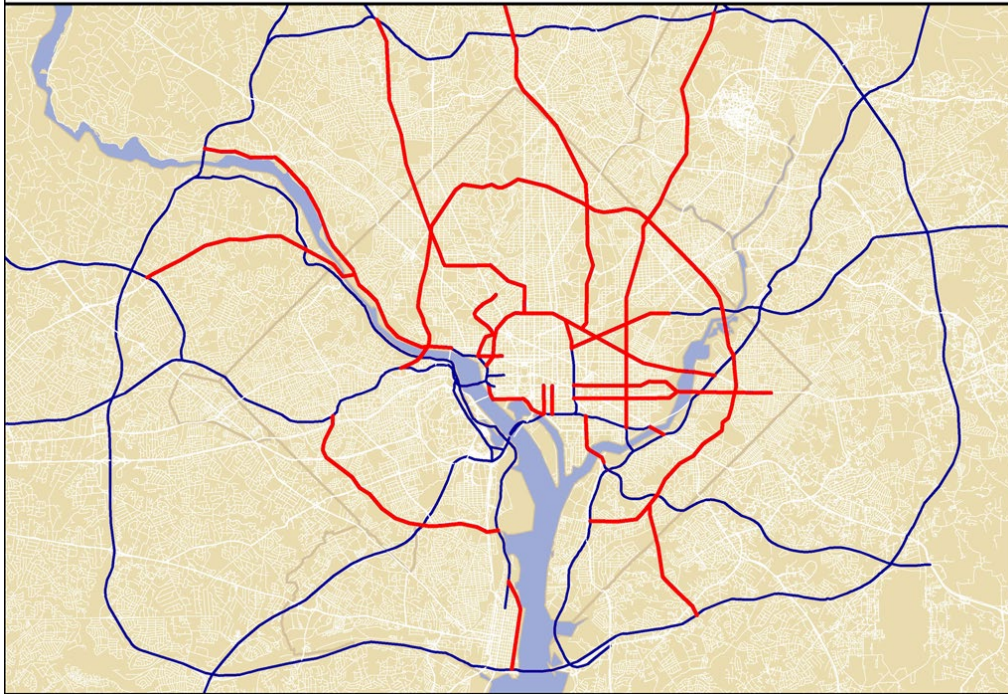
From the 1958 "Basic Freeway Plan"

Washington's Unbuilt Highways

— Constructed highway
— Unbuilt highway



BEYOND
DC





rights of way were usually cheaper to buy in poor neighborhoods than in wealthy ones. Sometimes local politics was a factor, since people in well-off neighborhoods had better connections to mayors and governors who could call off the road builders. In Nashville, for example, engineering consultants originally recommended an interstate route that ran mostly through railroad property except for one controversial section that would have eliminated several white-owned businesses. State and local officials objected and asked for an alternate route through the center of a black community, through the campus of a black college, and through sixteen blocks of commercial property filled with black-owned businesses.

Racism was also a factor. During the political jockeying that led to the 1956 highway act, officials from several cities told highway lobbyist Alf Johnson that the urban interstates would give them a good opportunity to get rid of the local "niggertown." This was not idle talk, nor was the practice limited to the South. Very few blacks lived in Minnesota, but the road builders found them. Miles Lord, later a federal district judge, reminisced about his service as attorney general of Minnesota overseeing interstate highway land takings in the



Culver City Unified School District

4034 Irving Place Culver City, CA 90232-2810
(310) 842-4220

Brian Lucas, Ed.D.
Superintendent

April 24, 2024

Metro Board
1 Gateway Plaza, Mail Stop 99-3-1
Los Angeles, CA 90012

Letter in Support of Item #22: "Bridge to Farelessness"

April 25, 2024 Regular Board Meeting

Sent via email to: boardclerk@metro.net

Dear Metro Board,

As the Superintendent of the Culver City Unified School District (CCUSD) and an organizational user of the GoPass program, **the Board of Education and I wholeheartedly support Item 22, the "Bridge to Farelessness Motion."** Our GoPass program is a vital part of this effort, offering immediate and tangible benefits to K-12 and community college students, who face particular vulnerabilities during these challenging times.

Here in the Culver City Unified School District, GoPass has been instrumental in providing students with free transportation, allowing them to focus on their studies and strive for greater academic success. As an active participant in GoPass, CCUSD can ensure that all students have access to a transit pass that provides unlimited rides on Culver CityBus, LA Metro, and 14 other transit agencies throughout Los Angeles County.

Since the pilot program's inception in October 2021, students across LA County have taken over 31 million rides. Ridership data reveals that most trips occur on weekdays during the hours immediately before and after school. Feedback from numerous districts indicates that GoPass helps students get to and from school, participate in after-school activities and jobs, and redirect the money they save towards healthy food, books, and school supplies.

In its first year of implementation in 2021-2022, CCUSD had 1,248 GoPass participants and recorded 48,573 GoPass boardings. The following year, CCUSD saw a significant increase, with 1,007 (representing approximately 25% of our secondary student population) GoPass participants and 179,760 GoPass boardings.

BOARD OF EDUCATION

Dr. Kelly Kent Mr. Triston Ezidore Ms. Stephanie Loreda Ms. Paula Amezola Mr. Brian Guerrero Dr. Brian Lucas, Superintendent

Metro's GoPass program has been an overwhelming success in CCUSD, with a remarkable 270% percent increase in ridership in just one year and surpassing 35 million rides as of November 2023. This phenomenal growth is a testament to the program's popularity and demonstrates its transformative impact on the region.

GoPass is not simply a transportation solution; it is a crucial component of regional efforts to reduce automobile usage, alleviate traffic congestion, and lower greenhouse gas emissions. By promoting sustainable mobility, improving air quality, and fostering a more livable and environmentally friendly region, GoPass makes a substantial contribution to our community.

In conclusion, we strongly advocate for the adoption of Item 22, the "Bridge to Farelessness Motion," to ensure the continuation and expansion of GoPass. By making public transportation free for students, we can promote equity, sustainability, and economic prosperity in our District, and beyond. Let us continue to invest in accessible and affordable transportation options that create a more just and vibrant community for all.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian Lucas", is positioned above a horizontal line.

Brian Lucas, Ed.D. and the Culver City Unified Board of Education



Alberto M. Carvalho
Superintendent

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Jackie Goldberg, President
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Los Angeles Unified School District
Administrative Offices

333 S. Beaudry Avenue, 24th Floor
Los Angeles, California 90017
Phone (213) 241-7000

April 17, 2024

Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: LOS ANGELES UNIFIED STUDENT TESTIMONIALS IN SUPPORT OF A PERMANENT METRO GO PASS PROGRAM

Dear LA Metro Board of Directors,

On behalf of the over 500,000 students at the Los Angeles Unified School District, we extend our heartfelt gratitude to Metro Board of Directors Bass, Butts, Dutra, Dupont-Walker, Mitchell and Solis for introducing the Bridge to Fareless Motion. We urge the Board of Directors to consider the voices of our students as you vote on this item at your upcoming Board Meeting. Below are close to sixty student testimonials from students attending Los Angeles Unified schools across Los Angeles County, which uplift the need for making the Metro GoPass a permanent program.

Phineas Banning High School, 11th Grade Student

I have used this pass a lot of times, this pass is really beneficial for us students who travel to places like our community Boys and Girls Club. This pass allows us students to have more access to different activities not only during school but also for break. This would have a great impact for those students who have extracurricular activities like sports. This is why I think that the Metro GoPass should be permanent for students.

North Hollywood High School, 12th Grade Student

The metro, especially at my school where a station is nearby, is often more effective than taking the regular school bus. It gives me the ability to move around the city independently without having to learn how to drive or ask my family to spend several thousand dollars on a car. It gives me the flexibility to stay after school for many extracurriculars because of this independence. It gives me the flexibility to come home and study and do my homework as soon as possible. Both my parents work, and if it weren't for the metro, I wouldn't have as much time, and the ability to do the extracurriculars and really study as much as I do today.

North Hollywood High School, 10th Grade Student

Because I have many siblings, my parents couldn't offer me a ride to school, but the metro pass has always helped me get to school on time. It has also helped me stay after school longer for my

extracurricular activities and schools because I can ride the metro anytime. Even on days that I didn't go to school, the metro pass helped me get to other places that I needed to go to.

North Hollywood High School, 10th Grade Student

Being able to ride the Metro for free gives me a lot of flexibility and saves my parents a ton of driving. With the GoPass I can stay after school for extracurriculars, explore the city, and access a lot of exciting destinations in LA.

North Hollywood High School, 10th Grade Student

I live approximately 24 miles away from the school I am going to; my parents are unable to pick me up in their car, so I used to go home on the school bus assigned to me. However, when I started taking the Metro subway, my commute with a school bus (two hours) reduced by one full hour. This has allowed me to arrive home earlier, do my homework earlier and not stay up later, and focus on my extracurriculars, too.

North Hollywood High School, 10th Grade Student

It has allowed me to get home effectively and efficiently. If I did not have this option, I would either have to pay for an uber home or walk home, which would be around 3-4 hours. This free Metro GoPass has provided large benefits for myself, and my family and it would be very beneficial for this pass to be permanent.

North Hollywood High School 12th, Grade Student

I am in a gifted program drawing students from all around the Los Angeles area. I would not be able to participate in this program without access to LA public transport. This has been a wonderful opportunity for me, and I hope it continues to be for others in the future.

North Hollywood High School, 10th Grade Student

There are a limited number of ways students can get involved in sustainability, and taking electric public transport is one of those few ways. Every morning, when I arrive at school, I feel empowered and ready for the day, knowing that I took a near zero emission route to school instead of driving 12 miles in a gas-powered car.

The Metro provides free WiFi and USB ports that I often use to complete homework on my way to school. While LAUSD school buses also provide this service, school buses only arrive at a bus stop once very early in the morning, while I can wake up at a later time and not worry about missing a bus because another bus will arrive within five minutes. The nearest LAUSD bus stop is also farther from my house than the nearest metro stop.

My mother used to drive me to and from school every day, resulting in having to drive three hours per day. Now that I use the free Metro service, there is less stress on my mother and she has more time in her day.

North Hollywood High School, 10th Grade Student

We can go on field trips without having to arrange transportation. Even though I don't use it regularly, having a GoPass makes me feel secure that I have a ride home.

North Hollywood High School, 10th Grade Student

It has helped countless classmates and I have safe, free transportation to school and back. Because of this, it is also supporting our education. It also provides a safe space for working during commutes.

North Hollywood High School, 10th Grade Student

The Metro GoPass is an incredible tool and opportunity that allows students from all communities and backgrounds to access public transport. Many students depend on the Metro to get to and from school, as well as to visit extracurricular locations across LA such as museums, art galleries, libraries, sports games, and more. By making the GoPass permanent, students will continually have this vital and enriching resource.

North Hollywood High School, 12th Grade Student

We use the Metro GoPass for easy transportation on field trips and it helps many of my friends have an accessible way to get to school every day.

North Hollywood High School, 9th Grade Student

For me, the GoPass has been an important tool for me to get to and from school. As a magnet student, I live pretty far from my school and my parents both work far from my school, so I take two buses to school every day and then two buses back. Without GoPass, this would total to \$5 a day, \$25 a week, and \$100 a month. Metro buses get me closer to my house than a school bus would, and being able to access them lets me stay at school late for extracurriculars or go to the library after school to do homework. The bus can also help me get to my friends' houses for free and independently!

Downtown Magnets High School, 10th Grade Student

I use my Metro GoPass almost every day and need it to get around. I use it to go to and from school and would be severely impaired as my parents work from 9-5.

Downtown Magnets High School, 12th Grade Student

I have used the Metro GoPass for almost every year I've been in high school, and it has been a great help to me. I have to ride the bus home and it helps make sure I am able to get on the bus and get home every day.

Downtown Magnets High School, 10th Grade Student

Having the Metro GoPass has helped me go to and from school as it is a reliable way to get free transportation.

Downtown Magnets High School, 10th Grade Student

It helps me to get to school on time since my parents can't take us to school.

Downtown Magnets High School, 12th Grade Student

The Metro GoPass program has allowed me to commute from school to home and back without worrying about the financials. As I live quite a distance from my school, paying for Ubers or even Metro passes myself would be very difficult given the cost.

Downtown Magnets High School, 11th Grade Student

I don't have a job and don't have time for one with me going to the gym and taking part of TAC (take action leadership campaign.) With the TAP card I'm able to go to and from school on time, save time

on getting to the gym, and is cost effective. But also, when everything is so expensive. It's great being able to still find ways to go out with others since the bus is free.

Downtown Magnets High School, 12th Grade Student

As a student who comes from a low-income family, riding the Metro is something necessary in my everyday life and with the Metro GoPass I am able to ride anywhere without it having to come from my own pocket.

Downtown Magnets High School, 10th Grade Student

Having the bus pass for free has made it so I can get to where I need to without having my parents worry about whether or not I have money for the bus. I always have a way to get home with my card.

Downtown Magnets High School, 9th Grade Student

I support making the Metro GoPass permanent for students because there are students who don't have the best financial status at home and it was beneficial for the pass being free for 6 months, but it will be more beneficial for the students if it was permanent.

Downtown Magnets High School, 10th Grade Student

Making the Metro GoPass permanent will be beneficial for students across Los Angeles. I've personally benefited from the GoPass when I need to commute to school as well as to go home. It's essential for me as I live far away from school, but with the Metro GoPass, I'm able to take the train and buses cost-free without worrying about spending money to get to school. As well, I've utilized the Metro GoPass during the summer, when I had to take my summer class. At the end of the day for my summer class, I could assure my mom that I could get home without worrying about me. I believe by making the Metro GoPass permanent all year around for students, it will greatly contribute to the youth of Los Angeles by helping students commute to school and benefit students overall in their life.

Downtown Magnets High School, 11th Grade Student

As someone who leaves just before the threshold to take the school bus, the Metro bus is a very important tool for me. I cannot quite walk to school but cannot ride the school bus and when my parents can't take me as my mom doesn't drive, I often take the bus. However, paying \$1 each way every day is unrealistic for my financial situation. That is the cost of multiple meals for my family. It is incredibly important that I am able to go to school and still have access to basic needs such as food.

Walter Reed Middle School 8th Grade Student

I often find myself needing to take a train ride downtown to go to the library so the GoPass is very influential to my learning and enrichment.

Walter Reed Middle School 8th Grade Student

It can help students who don't have a vehicle, especially if they live far away.

Walter Reed Middle School 8th Grade Student

Because sometimes people live far from their schools, and the Metro GoPass would let kids get to school easier.

Walter Reed Middle School 8th Grade Student

I think keeping this will help not only students but also the parents. Many parents may be unable to afford transportation for their children to make it to school so by continuing to provide this resource, it would help out many others.

Walter Reed Middle School 8th Grade Student

I support making the Metro GoPass permanent because many students don't have a way to get to school. Their parents may be too busy to drive them, it could be too far to walk or bike, or maybe they don't have a bus stop nearby. There could be so many different reasons. Because of this, making the Metro GoPass permanent would enable every student to have a way to get to school. And since it's free, lower income families wouldn't have to worry about paying for their child's transportation. Make the Metro GoPass permanent for the good of students and families throughout LAUSD, and all over Los Angeles.

Walter Reed Middle School 8th Grade Student

I think this should be permanent because it would help out a lot of parents if they aren't able to take their kid to school. It also gives a sense of responsibility and control over a kid's life, which teens often like. Making it free for kids to take the Metro would also be a good way to encourage more people to take it and help save the environment.

Walter Reed Middle School, 6-7th Grade Student

It will help many kids who can't use their parents' cars and don't have money for the train or bus. With this there will be less kids late to school every day.

Bravo Medical Magnet High School, 11th Grade Student

The Metro GoPass has been one of the most beneficial programs for all of us across LAUSD. I personally have found myself using it every day of the school year to get to school, and not only that but to also go places like the library, educational facilities, and volunteering events. Furthermore, a lot of us don't have a parent that is available to provide us with rides to places and I am truly affected by this. You see, my family is low-income, and my mom has to work most of the day so she has no time to get me to school or pick me up so I strongly rely on the Metro GoPass to do this basic utility for me. This is the case for a lot of us. Therefore, I truly believe that this program should be permanently implemented due to the immense benefits that it has provided to all of us.

Bravo Medical Magnet High School, 12th Grade Student

Makes every day travel to school possible and has helped many times in cases of emergency.

Bravo Medical Magnet High School, 11th Grade Student

It's so much easier for me to not have that burden of having to constantly refill my TAP card. Knowing the school supports my rides makes me feel reassured.

Bravo Medical Magnet High School, 9th Grade Student

First of all, I would like to say that my family and I have used public transportation (also known as) Metro for most of my life. We have been enrolled through the LIFE Program for the entirety of my K-12 education experience. A program like this has helped my family navigate through the city even when they didn't have the sufficient funds to get to places. The Metro GoPass has given me the opportunity to obviously travel to and from school on a regular basis. Without it I wouldn't be able to have great attendance and the amount of academic excellency that I hold. It should be a right, not a

privilege, to have Metro Gopass permanent for students because it can change the lives of students who may want to pursue greater education but don't even have the basic need like public transportation.

Bravo Medical Magnet, 11th Grade Student

The GoPass is an important resource for students because it helps us get to school.

Sherman Oaks Center for Enriched Studies, 10th Grade Student

My parents are too busy to drive me around and the Metro GoPass is super helpful for when I'm involved in afterschool school functions. I wouldn't be able to get so involved in my school community without it.

Theodore Roosevelt High School, 12th Grade Student

The Metro GoPass has been very beneficial for me as a student who goes to and from school on public transportation. With the pass I have been able to ride for free on the 2 buses I take to school and back to home. This pass has been able to save my family money that has been able to go to other resources.

Theodore Roosevelt High School, 11th Grade Student

It makes it easier for me to come home after practice since I can take the Metro all the way home instead of waiting for my parents for 2 hours.

University High School Charter, 11th Grade Student

Making the Metro GoPass a permanent option for students would be highly beneficial. As someone who comes from a low-income area and relies on public transportation to get to school every day, the GoPass has been a lifesaver. Without it, my parents would be spending around \$5 a day just for me to attend school because of the buses and trains I need to take. This pass has been instrumental in helping me obtain an education, and it would be wonderful if it could be made a permanent option for students like me.

Mark Twain Middle School, 6-7th Grade Student

The Metro GoPass is an amazing resource for students in LAUSD. Since LAUSD is so widespread, it is a means of transportation for those who live far away from their school but can't use the bus for whatever reason. It benefits not only students but their families too, as it makes things more accessible. For families who may not be able to afford a bus ride or and Uber, the Metro GoPass would come in handy if they ever have a car breakdown, need to go/come back from a doctor's appointment or any other medical appointment, and it's just a good resource to have in general on you in case you ever need it. Looking at it from a parent's perspective, parents would be grateful for their kids to have the pass if anything happens, they can always get back home using the pass. It's a means of safe transportation for students, and if a student doesn't carry money on them or have apple pay, they can use the Metro GoPass, making the Metro a more inclusive business in general, appealing to all ages and financial situations. In conclusion, the Metro GoPass is currently an amazing resource for families and students, and by making it permanent, so many people will benefit.

Northridge Academy High School, 12th Grade Student

The Metro GoPass has helped me beyond anything offered. It is the one resource that I believe is crucial for all students to obtain at LAUSD. Knowing your bus routes and being able to get around is very important. In my life, I've had to take the bus since middle school and as an orphan it helped me

out tons. I was able to transport myself to school and back, also while being able transport myself all around Los Angeles to do various other activities. Having the kids have access to this service is really helpful and is crucial for most kids here in LAUSD.

South Gate High School, 12th Grade Student

Many of my peers use Metro GoPass to get to and from school. I personally do not use it as I carpool with my father but if I didn't have the option to carpool I would take public transportation as I live a mile away from school and have a bus stop at the corner of my street. Furthermore, the GoPass allows students to take public transport to work. My boyfriend recently started a job and will be taking the bus every day after school. Many students specifically in my low-income community save much money through the GoPass and it is a necessity for them to continue their education and careers.

Science Academy STEM Magnet, 11th Grade Student

I support making the Metro GoPass permanent for students. As someone without a driver's license whose parents are too busy to drive me places, the Metro GoPass has allowed me to go to places I previously never could do to my lack of transportation. It has allowed me to volunteer at more places, such as Cedars Sinai and Red Cross, and has been a great benefit to me and my family.

Science Academy STEM Magnet, 9th Grade Student

I use the Metro GoPass to get to and from school. Sports has become a passion and hobby of mine and I am constantly yearning to get better by going to basketball practice. However, my parents are often unable to drive the long distance to school during the early 6 A.M morning practices and pick me up in the afternoon hours, especially during rush hour. The Metro has allowed me to commute to school, and without it, I'm unsure of how I could pursue my hobby. I also use the Metro in an academic setting, commuting to and from school for Science Olympiad. I love to compete in these science-related events and that's only possible through the Metro service. However, the GoPass isn't just for school, as it's the key to getting anywhere in Los Angeles. It allows students to get to malls, parks, and especially the experiences the new Cultural Art Passport provides. I am also a student leader of the Superintendent Student Advisory Council, voicing and elevating the voices of the students around me. I know a multitude of student-athletes who also rely on Metro to get to and from practice at school. But sports and extracurriculars aren't the only uses of the GoPass. Many students also use the Metro just to commute to school. You must also think about the large amount of students who are in low-income families and would be unable to pay the fees. To lock away access to education behind this paywall is unacceptable and should never be allowed to happen.

Bell High School, 12th Grade Student

It saves a lot of money for students who take the bus daily. I take the bus every day in the morning and afternoon so that is 2 dollars I save per day, \$10 a week. It also makes it safer since students are not carrying cash around. It is more practical to carry the card and tap it when entering the bus.

Northridge Academy High School, 11th Grade Student

I have benefited as I have taken the free rides to go to certain places. My friends have benefited even more since they use it daily and couldn't be able to have transportation without it. They use this and are always thankful for the pass.

Northridge Academy High School, 11th Grade Student

I support the Metro GoPass becoming permanent for students as I feel like many students that do not have any other form of transportation rely on taking the Metro every day to and from school and if they have a pass it will help in making their life just a little easier.

Hollywood High School, 12th Grade Student

I don't have to pay any money to go to school especially when I don't have a car to take me there or to other places not within walking distance.

Ulysses S. Grant High School, 12th Grade Student

Living in a school with a low-income majority I believe that we need to offer students the ability to have free transportation from school to home. I have had many friends who have benefited from the Metro GoPass and without the pass they would have had issues coming to school, which could have affected their ability to perform well at school.

Canoga Park High School, 12th Grade Student

I support making the Metro GoPass permanent for students because it provides students district wide with a mode of transportation that they may not have had access to otherwise. I am a student that has a parent that is physically unable to drive, and I have been using the Metro bus to transport myself to and from school since 7th grade. Prior to Metro GoPass my bus fares came out of my family's already limited income. When I returned to school in the 2021-2022 school year I was informed by my teachers that I could receive a free bus card just for being a LAUSD student. I got my card and have been consistently using it to transport myself not only to and from school, but also to and from work, stores and more.

Fairfax High School, 12th Grade Student

Students use it as a transportation from home to school and vice versa...The pass creates community allowing for students to be able to both visit friends and family...The pass helps create engagement as students are able to freely travel Los Angeles and be able to go to a multitude of small business and community spaces.

International Studies Learning Center, 12th Grade Student

I believe the Metro GoPass should be made permanent as it offers an easy way for so many students, including myself, to get to school and back home. Many families like mine have parents working most of the week or for hours when school ends. The only other way home is by bus, being able to use the GoPass allows us to get a ride home at no cost but also prevents worries about having cash or coins for the Metro. There have been countless times where friends have asked me for a dollar for the Metro, I've been able to help them get a GoPass and it has helped them not worry about getting home. The GoPass is very valuable and is something all students should have access to permanently.

Gage Middle School, 8th Grade Student

I support making the Metro GoPass permanent for students as it serves as an asset to underprivileged families who struggle with finding transportation for their child. Many families in my neighborhood cannot afford the cost of buying and maintaining a private vehicle and are left with limited choices as to how to take their student(s) to school. One of my peers is a promising student at my school and uses the GoPass daily to get to and from school, making his education much more convenient for himself and his hard working family.

Ernest Lawrance Gifted Magnet, 8th Grade Student

Sometimes I am unable to be driven by my parents and since I am under the age for driving I use the Metro GoPass to be able to travel to my destinations (for school events and councils, etc).

Thomas Jefferson High School, 11th Grade Student

Metro GoPass has been helping me because when I didn't have one I spent \$10 every week or even more.

Eagle Rock High School, 11th Grade Student

It makes rides so much more convenient and less stressful when I need to get somewhere. The assurance of knowing that I can get home even if I don't have a ride from parents or friends makes going to school less scary.

Lake Balboa College Preparatory Magnet, 12th Grade Student

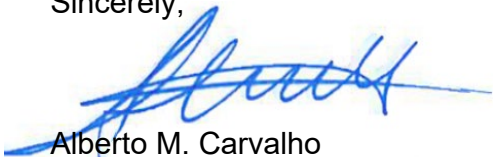
It allows me to get home safely if my parents cannot pick me up. As a student of a low-income household, the Metro GoPass guarantees my safety and does not cause my parents to worry about how they would pay for my travel.

Gardena High School, 10th Grade Student

Because it allows me to get around this city without having to drive a car, which I can't do because of my disability.

Thank you for your consideration of students and the benefits the GoPass Program brings to them.

Sincerely,



Alberto M. Carvalho
Superintendent of Schools

Karen Ramirez
Student Board Member

c: Los Angeles Unified School District Board of Education

April 2024 RBM Public Comments – Item 22

From: [REDACTED]
Sent: Tuesday, April 23, 2024 11:52 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comments for Item 22 - Bridge to Farelessness Motion (if public comment is not allowed for this item, please move to General Public Comment)

Comments for Item 22 - Bridge to Farelessness Motion
If public comment is not allowed for this item, please consider the following as General Public Comment:

Mayor Karen Bass, and Metro Board of Directors,

I am shocked and saddened by the death of the woman who was stabbed on Metro Rail on Monday. I believe her death was absolutely preventable and Metro has a moral obligation to do much more to address public safety before we move forward and up Metro Rail to Fareless ridership. Metro has a long list of rules about acceptable ridership behavior, but it seems The Authority has either no interest or no ability to actually enforce them. The current state of Metro Rail is a sad one. Every day, riders smoke on the trains, leave trash and food scraps all over the floor, urinate in station elevators, carve their names into seat backs, tag windows, and defecate in the seats as they sleep or trip on drugs. As the former head of railLA, a non-profit advocacy group that worked tirelessly to grow ridership on Metro and advocate for the system's expansion, I'm appalled by how we are allowing riders to behave and treat what could be our region's greatest accomplishment with such blatant disrespect.

LA County voters have pumped billions of dollars into our public transit system through Measure M and Measure R. Simultaneously, legislators have reduced parking minimums on affordable housing leading to an expansion of high-density housing next to rail stations. However, the potential riders who are moving into these units are being offered a system that is dirty and dangerous. If we are serious at all about public transportation being a viable alternative to the personal automobile, this must change.

"If you see something say something." The message blasts from the speakers on every Metro rail line, and I do "see something" and "say something". A day rarely goes by on Metro when I don't file a report on the Transit Watch app. Frankly, there's too much to see and say. However, I rarely hear back about whether anyone followed up on my reports and what the results were. It feels like there's no one around watching who actually cares. Why don't I receive follow up on all my Transit Watch reports? Why do police patrolling the stations seem to stand around and do nothing? Why do security staff tell me they are apprehensive to intervene when mentally ill individuals are disturbing other passengers? Why do they tell me they feel the city won't back them up? What more could be done to patrol rider conduct?

Indeed, there are solutions that Metro can implement to increase safety today: metal detectors, bag checks, closely monitoring all cameras for suspicious activity, crimes, vandalism, and code of conduct violations. Speed up response times and increase enforcement. Conduct audits to insure that the Transit Watch app works system wide - there are stations with no cellular service that become dangerous black-out zones where a report can be delayed and sometimes reports simply fail to send. Staff all stations and trains with professional conductors who are trained to enforce the code of conduct and escalate to law enforcement if necessary.

Not enough in the budget for these programs? Sell ad space on video screens across from station platforms - leverage the idle eyes of passengers waiting for trains for funds for public safety. Sell wall wraps and ads in train stations to raise revenues so that we can make people feel safe. If people feel safe it will increase ridership among higher income earners - people who the advertisers are trying to reach. It could even help fund this fareless program that you're considering.

Ultimately, **the baseline litmus test for adequate transit should not be whether the system can transport a passenger from point A to point B; it should be whether a family feels safe bring their children with them onboard.** We are far from that place right now, and we must do better enforce Metro's existing rules and code of conduct before the system becomes a free-for-all.

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: Wednesday, April 24, 2024 1:17 AM

To: Board Clerk <BoardClerk@metro.net>

Subject: Comments for Item 22 - Bridge to Farelessness Motion (or General Public Comment)

Comments for Item 22 - Bridge to Farelessness Motion

If comments are not allowed for this item, please consider as General Public Comment:

Mayor Karen Bass,
Metro Board of Directors,

I moved to Los Angeles from Bangkok, Thailand in January with my husband. We rented an apartment together in Downtown Los Angeles because I don't drive and I like getting around on buses and rail like I did in Bangkok. I was surprised how affordable the public transportation is here. However, the experience on the trains here is the worst that I have ever experienced in the world. Instead of making Metro free, you should be focusing on doing more to keep the buses and trains clean and safe and kicking out people who are not following the rules and breaking the law.

Although minimum wage is over seven times higher here in Los Angeles, I spend much less using the system here than in Bangkok. In Bangkok, our fares are distance-based. In LA County you can go from Azusa all the way to Santa Monica for only \$1.75. This is one of the most affordable public transit systems in the world, and I think that you should be promoting that more, but instead when I hear about Metro in the news it's always that someone was shot or stabbed in the neck and died. I see really crazy people on the train all the time. One guy was yelling at a wall and punching it and I was really scared for my safety. Why are you allowing these people on the trains?

Please put metal detectors or bag checks at the station entrances, and have people watching to make sure that riders pay. Catch people who are on drugs or are mentally unstable. The things I've seen on the train here are really bad. I've seen people smoking marijuana on the train with no concern for others breathing around their drugs. I've seen people high on drugs or mentally unstable who need to go to a hospital or rehab. I've seen people pooping in the station. I've seen people eating on the trains and blasting music. All of this is all against the rules, but Metro staff didn't do anything to stop them. People who don't pay should not be allowed to ride. People who can't behave in public should not be allowed to ride.

The other thing that really bothers me on the trains is the smell. Not only do people smell bad who don't shower, but the stations and trains smell really terrible. People are wearing masks on the trains, and not because of COVID, but because it smells so horrible. The floors are sticky, there's trash and food crumbs everywhere, and the windows are filthy. People bring newspaper with them to lay on the seats because they don't want to get a

disease. How is this safe? Seriously, I've been on trains in countries all over the world, including third world and developing countries, but Los Angeles has been the worst transit experience of my life. I don't want to drive a car because I hate driving and hate traffic, but riding on Metro Rail makes me want to get one because at least I wouldn't have to smell the terrible smells of your dirty trains. You expect to invite the world to the Olympics to experience this? You have to do better. This is disgusting.

They say America is the land of the free. It seems maybe it is the land of the free to do whatever you want without having any accountability to others. You need to focus on changing that before you let people ride the trains without having to pay at all.

One of the first places my husband took me in Los Angeles was the free Observation Deck at the top of City Hall. The security was strict, but once we got through the medical detectors and ID checks, we were free to enjoy the public space and the view. We all felt safe and the areas were clean. That's how riding Metro should feel. At the top of City Hall is a big room with writing on the wall about the meaning of democracy. It says that no form of government gives more to the people and no form of government requires more from the people. We need to require more of the people riding Metro before we reward them with free rides.

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From: [REDACTED]

Sent: Wednesday, April 24, 2024 12:14 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Please Support Item 22 on the April Agenda to Metro's GoPass Program Permanent!

I write in support of Item 22, the Bridge to Farelessness Motion, to make Metro's GoPass Program permanent and to expand the Low-Income-Fare-is-Easy program. As a recent LAUSD graduate who utilized the GoPass program to commute to and from school and explore areas of my city I'd scarcely been to before as an ardent believer that the best way to get to know a community is on foot and by public transportation, I have seen how this program has helped students like me by alleviating a cost barrier to education and making it easier to see what Los Angeles as a city has to offer, not only in terms of our many communities, but also the many key cultural sites and educational events spread out and held throughout the region.

I believe it is time to make GoPass and the LIFE Programs a permanent part of Metro's operational planning and budgeting so that those who utilize it can know they can count on GoPass and fare-free public transportation as they plan their curriculum, class schedules, as well as personal and work lives. Approval at the April Regular Board meetings is crucial. Eliminating the transportation obstacles for students and low-income riders to be able to access key appointments, fulfill their educational goals, and experience deeper connections with their communities should be a paramount goal for the Metro Board.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Wednesday, April 24, 2024 3:21 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Item #22 - For - April 25 2024 LA Metro BOD Meeting

Hello LA Metro. My name is Faraz, I'm a low-income rider that uses the bus and train daily to commute to work.

I support making the Go Pass program permanent. But what I especially like about this item is in Section B, how it asks to provide a report on making the LIFE program increase from 20 uses in a month (10 days if you include return bus/train trips that same day), to unlimited free rides in the month.

As mentioned in the LIFE/Go Pass presentation & report, with over 80% of riders with incomes that qualifies them for the LIFE program & 89% of riders with incomes under \$50,000 dollars, I believe removing transit fares barriers will provide many benefits to LA Metro:

- increase transit use (example: just having the Go Pass has lead to increased school attendance for many students).
- environmental benefit: gets more people out of cars and using buses/trains.
- More money for low-income riders to use on bills, groceries, housing, and the community/businesses - Increase safety & security.

Especially regarding safety & security, I know because of the recent horrific stabbings, you will hear from people who wants LA Metro to spend more money on police, fare gates, and going after low-income riders. But the benefit of having more people go fareless is a much better approach than fare enforcement. Having more fareless fares means more people are using the bus & trains (which means there are less empty spaces for criminals to occupy). Also police & LA Metro staff won't have to do fare enforcement and can focus on more important safety enforcement (example: making sure people aren't sleeping/camping on the trains or yelling randomly). And bus operators should not need to be enforcing fares due to the dangers I've seen of riders getting angry/aggressive towards bus drivers when they are asked for fares. Even some stories I've read say that some bus operators were attacked due to asking for fares.

While I do continue to advocate for Universal free-fareless, I am glad that LA Metro is working towards that direction by looking into making the LIFE program have unlimited free fares. And I hope LA Metro will eventually reach the goal of having a free fareless system for all LA Metro riders (regardless of income).

Thank you for your time.

Sincerely,

[REDACTED]



April 23, 2024

Chair Bass & Members of the Board
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 3rd Floor Board Room
Los Angeles, CA 90012

Re: Agenda Item No. 31 (Zero-Emission Bus Program Update) (File # 2023-0766); Support for Motion Response (File # 2024-0275)

Dear Chair Bass and Members of the Board:

We are writing to you as the Los Angeles County Electric Bus and Truck Coalition (LACETBC). Our coalition is composed of climate, environmental justice, and labor advocates including Earthjustice, Sierra Club, Jobs to Move America, East Yard Communities for Environmental Justice, and the International Brotherhood of Electrical Workers, Local 11. We are committed to achieving zero emission electric bus and truck adoption with robust workforce standards so that our communities can breathe clean air and enjoy family-sustaining, high-wage careers.

The transition to battery-electric buses (BEBs) has never been more important and we support LA Metro's goal of transitioning to 100% zero-emission buses by 2030. BEBs offer holistic solutions to tackle long-term health, environmental, and economic inequities, while putting our region on a pathway to a more stable climate future. Our concern with the current staff report is that it ignores the immense deployment opportunity with unprecedented funding for BEBs and accompanying infrastructure available right now. We have attached the comment letter as **Attachment A** that our coalition submitted to the Operations Committee. The electric bus transition is a critical part of our region's ability to meet federal and state air quality standards by reducing air pollution, and can work in tandem with expanding good-paying jobs and careers for LA County.

Overall, this is not the time to let up on the electric bus pedal. There is more money than ever from federal and state sources for electric buses and charging infrastructure. Letting up and

delaying will just make our region less competitive for these funds. Moreover, Paris, which is hosting the 2024 Olympics has more than 2,200 electric buses now, and with the new proposed procurement by LA Metro, we could have only 410 or fewer electric buses when the Games come here four years from now. Delays would be bad for our air, bad for the climate, and bad for the workers in the region that want to build our clean bus future.

This is why we support the Motion presented by Board Members Yaroslavsky, Bass, Krekorian, Dupont-Walker, and Solis. Importantly, this motion will encourage LA Metro to set interim benchmarks for infrastructure and bus deployments. This type of accountability is necessary to make sure we set an example for the world as we host the World Cup and Olympics.

We also encourage the Board to support a larger procurement of electric buses rather than a base of 260 electric buses noted in the report. A higher procurement will have the benefit of lowering the per bus price, in addition to sending a stronger signal to electric bus manufacturers that LA Metro is a major player in the electric bus transition. The base number for the upcoming procurement should be 600 buses with two options for 230 buses each, instead of 260 base order with four 200 bus options.

We look forward to working with LA Metro to build out this electric bus transition, and we hope adoption of this motion will usher greater progress in the electric bus transition.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

CC: Stephanie Wiggins, CEO



April 16th, 2024

Chair Holly Mitchell & Members of the Committee
Operations, Safety, & Customer Experience Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 3rd Floor Board Room
Los Angeles, CA 90012

Chair Kathryn Barger & Members the Committee
Finance, Budget, & Audit Committee
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, 3rd Floor Board Room
Los Angeles, CA 90012

Re: Agenda Item No. 31 (Operations, Safety, and Customer Experience Committee) (File # 2023-0766); Agenda Item No. 8 (Finance, Budget, & Audit Committee) (File # 2024-0159)

Dear Chairs Mitchell and Barger, and Members of the Committees:

We are writing to you as the Los Angeles County Electric Bus and Truck Coalition (LACETBC). Our coalition is composed of climate, environmental justice, and labor advocates including Earthjustice, Sierra Club, Jobs to Move America, East Yard Communities for Environmental Justice, and the International Brotherhood of Electrical Workers, Local 11. We are committed to achieving zero emission electric bus and truck adoption with robust workforce standards so that our communities can breathe clean air and enjoy family-sustaining, high-wage careers.

It is hard to articulate our disappointment with these agenda items for the Los Angeles County Metropolitan Transportation Authority (LA Metro) that relate to bus electrification. As your agency is intimately aware, the LACETBC has been exceptionally cooperative in pursuing transit bus electrification in the LA region. We are currently supporting efforts to secure federal and state funding to facilitate this necessary transition to zero-emissions, in addition to advocating for additional resources for LA Metro through programs like the Low Carbon Fuel Standard (LCFS) revisions at the California Air Resources Board (CARB). We are disheartened to see these items for consideration at the Finance Committee and Operations Committee meetings seeking to derail bus electrification efforts and dramatically delay the transition to electric buses. **We ask that the Board stand strong by its prior goals to electrify the fleet by 2030.**

I. Introduction

The transition to battery-electric buses (BEBs) has never been more important. The South Coast Air Quality Management District and CARB determined that we need to eliminate combustion technologies every place possible to meet federal and state air quality standards. Moreover, the

electric bus transition – if done correctly with proper standards – is an important way to expand good jobs in the clean energy economy in LA County. Our concern with the current staff report and proposal is that it ignores the immense deployment opportunity with unprecedented funding for BEBs and accompanying infrastructure available right now.

Over the past several years our coalition has been deeply engaged with LA Metro to support its work to accelerate a clean energy future, and this report gravely undermines these history-making commitments at a time when it makes no sense to do so. Our coalition is actively working with LA Metro to raise the profile of its Climate Pollution Reduction Grant (CPRG) request to the U.S. Environmental Protection Agency (EPA), which would provide significant resources to successfully achieve its clean fleet goals. Furthermore, we are currently being approached to support Metro’s request for funding under the U.S. Department of Transportation’s (DOT) Low or No Emission Grant Program, a further source of financial support for modernizing LA Metro’s fleet. Finally, our coalition is working hard to fix California’s LCFS to provide significantly more resources (potentially more than \$100 million per year) for LA Metro to invest and achieve its clean fleet goals. Choosing to weaken these commitments now sends the wrong signal to these agencies and severely undermines the credibility of LA Metro’s climate and pollution reduction efforts.

II. Recent Evidence Shows Battery Electric Buses (BEBs) Provide Immense Benefits.

The Operations Committee report seeks to disparage electric bus technologies to justify the lack of progress in the close to seven years since the LA Metro Board passed its landmark resolution. We recognize that any transition to new technology comes with challenges, but this advocacy from LA Metro staff criticizing this important technological transformation is unwarranted. While there are myriad studies out there discussing the virtues of BEBs, we need to look no further than your sister agency and second largest transit agency in LA County, the Los Angeles Department of Transportation (LA DOT), which released a new report disclosing its experience with BEBs.

LA DOT recently released a report in coordination with CALSTART and BYD, funded by the California Energy Commission (CEC) that looked at data around its first four electric buses deployed close to seven years ago.¹ Some of the conclusions from this report are particularly salient for this current debate, including the following:

- “Overall, the electric buses outcompeted the CNG buses in terms of efficiency. At an average of 1.81 kWh per mile, the electric buses were over eight times more efficient than their CNG counterparts, which had an average efficiency of 15.56 kWh per mile, or 0.47 GGE per mile (2.2 miles per gallon equivalent). The electric bus efficiency was also

¹ CALSTART, Los Angeles Department of Transportation and BYD Electric Bus Demonstration Performance, Maintenance, and Energy Use Summary Report, *available at* <https://www.energy.ca.gov/sites/default/files/2024-03/CEC-600-2024-013.pdf>.

slightly better than what other studies on similar battery electric buses have found, typically being around 2.00 kWh per mile.”²

- “The CNG buses had average fuel costs of \$0.83 per mile and maintenance costs of \$0.44 per mile for a total cost of \$1.27 per mile. In comparison, the electric buses saw average fuel costs of \$0.23 per mile and maintenance costs of \$0.23 per mile for a total cost of \$0.46 per mile, less than half the cost of CNG buses.”³
- “In addition to operational performance, replacing CNG buses with electric buses contributed to significant emissions and fuel reductions, as outlined in Table 27 and Table 28. By replacing one CNG bus with an electric bus, LADOT reduced an estimated total of 97,800 kg of emissions per bus per year, the equivalent of taking about 22 typical passenger vehicles off the road, or 88 for four buses. Of course, this does not consider emissions emitted through the generation of electric power on the grid to charge the buses.”⁴
- “As for fuel avoidance, an average fuel avoidance per bus was estimated at 9,830 GGE of CNG annually. At an average cost of \$2.53 GGE of CNG, this leads to an average annual cost avoidance of \$24,870, which is lowered to \$18,280 when factoring in the estimated average annual cost of charging an electric bus.”⁵

In addition to these benefits, there is immense potential for job creation that cannot be overlooked.

III. LA Metro Should be Striving Toward, and not Retreating From, Leading the Nation on Bus Electrification.

LA Metro set a high standard with its goals for transit agencies not only in our region, but across North America. Maintaining that leadership position requires continued commitment and ambition, especially considering the competitive landscape and the growing emphasis on electrification goals among other transit agencies.

Keeping sight of the 2030 goal is crucial not only for maintaining LA Metro’s competitive edge but also for staying true to the vision of a greener, more efficient transit system. By remaining steadfast to our zero-emission commitments, LA Metro can continue to inspire other agencies and drive meaningful change beyond our own region.

Since May of last year, it is our understanding that there has been no increase in purchasing electric buses. While LA Metro's ambitious plans for bus electrification have established themselves as a beacon for sustainability and innovation in the transportation sector, actual

² *Id.* at 66 (citations omitted).

³ *Id.* This costs does not include infrastructure costs. Moreover, LA DOT used depot charging at night for the four buses examined in this study.

⁴ *Id.*

⁵ *Id.*

implementation has been woefully inadequate. In fact, the data on electric bus deployments does not look great for LA Metro.

The staff report to the Operations Committee touts the deployments to date, noting that the agency operates 50 electric buses right now. However, since LA Metro's landmark resolution was adopted seven years ago, this number is close to or less than the number of electric buses deployed by several smaller transit agencies in LA County. The following presents some of the numbers of electric buses at transit agencies in LA County:

- Antelope Valley Transit Agency has deployed 86 BEBs;
- Long Beach Transit has deployed 45 BEBs out of the 250 buses in its fleet; and
- LA DOT has deployed 48 BEBs out of its fleet of 400 buses.

As the nation's second largest transit agency, LA Metro is moving painfully slow and needs to accelerate its efforts to deploy BEBs. Currently, LA Metro is deploying an average of a little over seven buses per year for the last seven years. While more BEBs are set to be deployed later this year, it's important to note that these buses are the result of contracts made years ago. To accelerate this transition and get more BEBs on the road, LA Metro must procure more without delay.

Moreover, LA will be hoisted onto the global stage in 2026 and 2028 when the region hosts the World Cup and the Olympics. This event will be our opportunity to demonstrate to the world our climate leadership as well as our ability to execute our commitments. But under this current schedule, LA will have a very small percentage of electric buses in LA Metro's fleet. In contrast, Paris, which is hosting this summer's Olympics, has 2,360 electric buses in the region.⁶ If we continue at this rate, LA Metro will not be anywhere close to the number of BEBs in Paris by the Olympics and is unlikely to even break the 1,000 electric bus mark by 2028. Moreover, this is well short of the more than 1,000 electric buses LA Metro proposed to purchase in 2023 through 2028 in its Final Rollout Plan presented to CARB.⁷

This lack of progress is also notable when compared to other regional efforts to advance zero-emissions. For example, the San Pedro Bay Ports also had a commitment on port drayage truck electrification in 2017. While the Ports have been incredibly slow in their implementation, even their effort has borne more than 6 times the zero emission vehicles as LA Metro has deployed.⁸

LA Metro's abandonment of bus electrification goals would be in stark contrast to the stated vision for a *Zero-Emissions Corridor* professed in the recently completed Long Beach-East Los Angeles Corridor Mobility Investment Plan for the I-710 (CMIP).⁹ Over the course of two years

⁶ See <https://mobilityportal.eu/the-ebus-fleets-in-paris-will-expand-in-2024/>.

⁷ See <https://ww2.arb.ca.gov/sites/default/files/2021-09/LAMetroRolloutPlanADA.pdf>.

⁸ The San Pedro Bay Ports just surpassed the 300 zero-emission truck mark.

⁹ LA Metro, Long Beach-East Los Angeles Corridor Mobility Investment Plan: A Qualifying I-710 Comprehensive Multimodal Corridor Plan (April 2024),

of developing the plan, residents and community groups participating in the task force consistently called for bus fleet electrification. The plan, slated to come before the Board this month, touts “Community Program- Bus electrification projects” using \$40 Million to accelerate the deployment of zero-emissions transit solutions, including bus electrification and zero-emissions charging infrastructure.¹⁰ Nothing will erode already fragile public trust in LA Metro faster than telling community groups the agency is committed to bus electrification while simultaneously working to derail the transition to electric buses.

Rather than scaling back commitments, this is the ideal time to lean into commitments and show leadership. We note that the staff report indicates Metro is soliciting an additional 260 electric buses and associated infrastructure, with up to four options of 200 electric buses each. We encourage the agency to increase this base to a higher number. As we have said in the past, this is an opportune moment to set interim benchmarks for 2026 and 2028 for electric bus deployments so that we can achieve our goals.

IV. There are More Funding Opportunities than Ever for Bus Fleet Electrification.

The staff report does not reflect the fact that there is record funding available at the federal and state level to support transit electrification. For example, LA Metro references its 2022 grant under Federal Transit Administration’s Low No program where it received more than \$104 million in support. The Low No program has consistently grown over the last few years with the most recent solicitation that was released in February of this year being for \$1.5 billion with more than \$300 million slated for infrastructure through the bus facilities program. This is a much larger amount of funding than even was released in 2021. This is the time to use LA Metro’s bold goals as a means to attract more support to our region.

V. Efforts to Pit Service Against Bus Electrification are Counter Productive and Wrongheaded.

We remain dismayed that LA Metro management seeks to pit its very own climate and pollution reduction efforts against vehicle service needs. This is a false tradeoff. While there may be additional upfront costs associated with transit bus electrification, bus electrification is desperately needed to clean the air and address harmful climate pollution. We believe a more apt comparison is how investments in highway expansions undermine transit operations. We need to be investing in the future of clean transit mobility and align with the mobility and climate goals that are now the national and international norm.

https://libraryarchives.metro.net/DB_Attachments/Attachment%20A%20-%20Long%20Beach-East%20LA%20Corridor%20Mobility%20Investment%20Plan.pdf.

¹⁰ *Id.* at p. 4-13.

VI. Delaying Is Actually More Costly.

We believe that delaying the target date would make it more expensive to achieve (e.g. in a May 2023 report, LA Metro Staff noted that 2030 conversion is \$4.189 billion and 2035 is \$4.392 billion). These costs are not just borne by LA Metro but also impact the region's growing BEB manufacturing ecosystem that currently employs thousands of workers in Southern California. This sector could grow larger with the increase in federal investments in the battery supply chain, which positions LA County and Southern California as the BEB manufacturing hub for the rest of the country. A decision to delay comes during a critical window of opportunity that threatens our region's ability to become the nation's BEB manufacturing hub. In fact, the lack of commitment from LA Metro has been part of the reason that our BEB manufacturing hub has been hurt in recent years.

Moreover, a delay of five years to deliver the benefits of a transition to Equity Focused Communities *is in and of itself an* "equity-associated impact". The staff report acknowledges that seven out of the ten LA Metro directly-operated bus divisions are located within a state-classified disadvantaged community (DAC). LA Metro's Equity Platform is designed to guide every facet of the agency's business, including investments and new initiatives. A delay in delivering these benefits to these hardest-hit communities—already in the throes of disproportionate pollution burdens—runs contrary to LA Metro's principal equity goal of eliminating existing disparities.

Finally, we do not understand the long and dramatic delays in implementing LA Metro's electric bus program. In January of 2023, the LA Metro Board approved a Request for Proposals (RFP) for 261 electric buses. The current report to the Operations Committee notes that this RFP will be coming to the Board in May of 2024. It is unclear and deeply troubling that it takes 15 months to issue an RFP. LA Metro's must move at the speed and scale required to achieve our goals.

VII. Vehicle Performance Concerns are Overstated.

The range concerns and analysis in the Board Report need a more in-depth look. Importantly, we do not think the current assumption of a 150-mile to 160-mile current range is accurate. Quebec just ordered 1,219 buses with a 186-mile range. Dallas just put into service a bus with a close to 300-mile range.¹¹

The Operations Committee report also harps on the maintenance challenges of BEBs without acknowledging the significant cost savings compared to CNG counterparts. While CNG buses had average fuel costs of \$0.83 per mile and maintenance costs of \$0.44 per mile for a total cost of \$1.27 per mile at LA DOT, BEBs save over half the cost, averaging \$0.23 per mile for fuel and \$0.23 per mile for maintenance for a total cost of \$0.46 per mile. While we understand that there are maintenance issues, like diagnostic tools and expertise, original equipment

¹¹ See

<https://dartdaily.dart.org/posts/news-post/darts-first-long-range-electric-bus-begins-revenue-service-2023>.

manufacturers (OEMs) largely cover these costs as issues become known while technician expertise is expected to significantly grow.¹² Of note, the staff's report also acknowledges the growing workforce training and funding being received from grants as well as oncoming opportunities like the Low No application we may actively support.

Staff also asserts that reliability concerns of BEBs and the potential obsolescence of these technologies are incentives to delay procurement. We are deeply disappointed with this approach and the lack of leadership to overcome the inevitable challenges of transitioning to zero emissions. Transit agencies across the world and next door are rapidly procuring and deploying BEBs at significantly higher rates than LA Metro, despite our early commitments.

Further, the report to the Operations Committee makes disparaging statements such as the following: "BEBs are relatively less user-friendly to operate compared to Metro's legacy fleet." We are shocked and confused by this assertion. It is not that a BEB is less "user-friendly," but rather that adequate training for fleet operators is needed. There is zero evidence to back these assertions and these arguments depart from the experiences of other transit agencies. Action and leadership is needed, not more delays or excuses.

VIII. Utility, Infrastructure and Supply Chain Concerns.

The staff report claims that grid upgrades necessary to charge bus fleets will take between four to seven years to implement, depending on the amount of infrastructure upgrades needed. However, we are concerned that LA Metro has not initiated these planning processes to prepare. We want to remind the agency that the 100% clean fleets by 2030 policy was adopted back in 2017, which has been adequate time for LA Metro staff to advance these issues and set itself up for success.

In particular, we are disappointed by the lack of progress from LA Metro's work with the Los Angeles Department of Water and Power (LADWP). Mayor Bass, the current Chair of LA Metro, appoints all the Department of Water & Power Commissioners while several other LA Metro Board members serve as LA City Councilmembers who hold additional oversight and direction over these matters. We strongly urge our city leaders who sit on this board to work closely with LADWP to expedite and overcome the grid challenges that staff identify as threats to our zero emission commitments.

IX. There are Currently More than Two OEMs Producing Electric Buses.

While recognizing some of the issues facing the battery electric bus industries, the staff report incorrectly notes there are only two major OEMs. Importantly, the following OEMs are in the electric bus space:

¹² *Id*

- New Flyer - Just last month, New York City Transit Authority ordered 429 electric buses with options for another 1661 electric buses.¹³
- Gillig - Just last month, Kings County Metro in Washington ordered 89 electric buses with a total contract of up to 500 electric buses.¹⁴
- BYD - In September of 2023, the Capital Area Transit System in Baton Rouge, Louisiana received 6 electric buses with a total of 15 electric buses.¹⁵
- Alexander Dennis Inc. - In January of this year, Sound Transit in Washington ordered 33 buses.¹⁶

While we recognize the churn in this space, there are several large entities that could provide electric buses to LA Metro.

X. Conclusion

In sum, we strongly encourage Metro to spend less time on an annual effort to roll back our shared goals, and instead spend that time building charging infrastructure and procuring and deploying BEBs. Being a leader is more than just statements describing that you are a leader — it takes focused and diligent action. Unfortunately, we are not seeing this focused and diligent action from LA Metro. We hope the LA Metro Board can right this misguided effort.

Sincerely,

The Los Angeles County Electric Truck and Bus Coalition

CC: Stephanie Wiggins, CEO

¹³ See <https://financialpost.com/globe-newswire/nfi-subsiadiary-new-flyer-awarded-two-contracts-from-new-york-for-up-to-2090-xcelsior-transit-buses>.

¹⁴ See <https://kingcountymetro.blog/2024/03/14/king-county-metro-green-lights-contract-for-89-new-battery-electric-buses-growing-its-zero-emission-fleet/>.

¹⁵ See <https://en.byd.com/news/capital-area-transit-system-cats-expands-its-green-fleet-with-six-new-byd-ride-buses/>.

¹⁶ See <https://www.masstransitmag.com/bus/vehicles/hybrid-hydrogen-electric-vehicles/press-release/53096362/nfi-group-sound-transit-orders-33-electric-double-decker-buses-from-alexander-dennis>.

April 2024 RBM Public Comments – Item 34

From: [REDACTED]
Sent: Saturday, April 20, 2024 1:25 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: please pass item 34

Hello,

<https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.audacy.com%2Fknxnews%2Fnews%2Flocal%2Fanother-bus-driver-attacked-this-time-in-santa-monica&data=05%7C02%7Cboardclerk%40metro.net%7C47d642615bcd41da404a08dc617809ba%7Cab57129bdbfd4caca77fc74c40364af%7C1%7C0%7C638492415423077406%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C0%7C%7C%7C&sdata=MTucwE3sLAKQ%2BKO3auB%2Fc%2F0bbfvwYdT5hhPJMpOIQu0%3D&reserved=0>

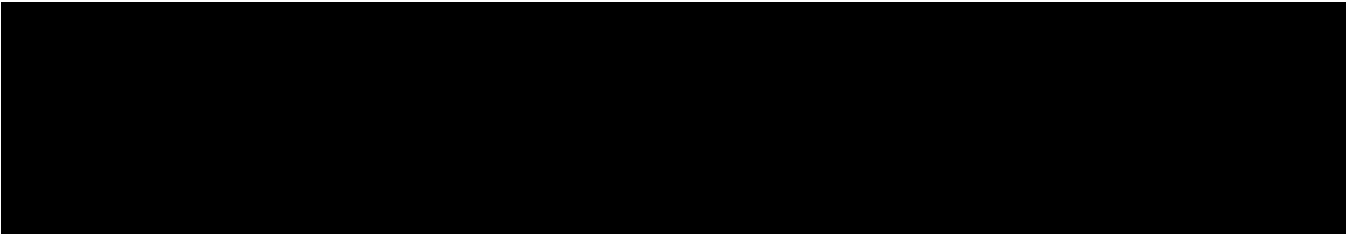
is an article that I sent to my team through my channels. It talks about a Santamonica driver who had some troubles.

While I know you don't have responsibility for other agencies, this article I'm linking to also covers the recent metro struggles lately includign I think the item you talked about in your last operations meeting I was there for.

Please pass item 34. How many more lives must we hear about before another driver is potentially killed because the driver is just doing their job?

Please pass the story to the board and urge them to pass the bus baracade program.

--



From: [REDACTED]
Sent: Wednesday, April 24, 2024 4:41 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: 4/25 Regular Board Meeting public comment

Regarding item 34. Subject: Bus Operator Retrofit Barriers - GENERAL COMMENT

Hello,

My name is Jose Ortega, I am currently an accounting student at Cal State Fullerton, I am also a former Metro Bus Operator, I drove for 4 Bus divisions and drove over 50 bus routes across the system. My wife is a Metro Rail Operator for the blue line yard, all in all I have a connection with operators and passengers alike. I am very disheartened that the issues that have plagued Metro for years, persist. I loved my job as a Bus Operator, my wife loves her job, my co-workers loved their job, brothers and sisters of SMART who give their all to transports passengers safely across the county love their job. But its clear, that the company has failed the public, and its operators after the recent attacks. I went through that trauma 5 years ago, and I wish to god my wife or anyone else does not relive an ounce of what I went through working the owl routes. We can admit the problem is complex, and that no single solution fixes the problem of violence on metro property. But what we can fix, is the tone at the top. Metro management has to take responsibility at some point for how we got into this situation. A barrier will not solve the problem, the operator is not sitting there the entire time. We interact with the public on a consistent basis. It is clear as day that the tone at the top of the organization does not align with the values of operators or the general public, time and time again people are hurt or killed, time and time again management points fingers. Mayor Bass. CEO Wiggins. Take responsibility for what is going on in your system. I don't want to see a once-a-month photo opportunity on LinkedIn, I want to see a safer system. I want to see trains and busses full.

signed,

[REDACTED]



April 24, 2024

Metro Chair Karen Bass and Board of Directors
One Gateway Plaza
Los Angeles, CA 90012

RE: Recommendation for Metro Annual Budget Investments through 2028

Dear Metro Chair Bass and Metro Board of Directors,

As ACT-LA, a coalition of 46 community organizations based in LA County, we envision Metro as a public service where people go to feel safe, access information, and receive a high level of service. We believe that by placing the interests of low-income communities and communities of color first, we can achieve a just and equitable transit system for all. As we approach the 2028 Olympics, Metro has a unique opportunity to transform public transportation to ensure long-term sustainability, safety, and economic prosperity for Angelenos.

Historically, the Games have been accompanied by significant economic and social costs when policymakers prioritize the event's infrastructure and optics over the needs of the local community. Excessive policing and surveillance have infringed on human rights and driven unhoused residents out of cities hosting the Games, all in the name of security and a sanitized vision of the global city. Games-related development has gentrified neighborhoods and displaced hundreds of thousands of residents while also saddling those who remain with high housing costs and taxpayer debt from unanticipated costs. Massive transit investments have been made only to be taken down immediately after.

Los Angeles and Metro have an opportunity to avoid this path, by implementing strategies now that both center equity and prepare the city for the Games:

- 1) Employ 2,028 green shirts, outreach workers, and restroom attendants by 2028:**
Green-shirt ambassadors have proven to provide a welcoming presence to riders,

enhancing both perceived and actual safety on transit. By expanding this program along with Metro's homelessness and outreach programs, Metro can ensure that all riders feel safe and taken care of.

- 2) **Operate Universal Fareless Transit:** Fares and TAP infrastructure provide an undue burden for riders, including working-class riders who are disproportionately affected by these costs and new riders who are unfamiliar with navigating the system. By implementing universal fareless transit long-term, Metro, at minimal cost to the agency, can ease the economic burdens of the most vulnerable households and provide seamless and accessible public transit to all.
- 3) **Install bus lane networks and other bus priority investments:** Investments in bus lanes and bus priority infrastructure are the cheapest and fastest way to improve service across the region. Networks of bus lanes lower transfer penalties on riders that use two or more bus lines per trip and improve transit dependability. By making these infrastructural changes permanent, Metro can deliver the frequency and reliability that Los Angeles riders need.

We look forward to working with you as we envision a better transit service for all.

Sincerely,

ACT-LA

Jobs to Move America (JMA)

Koreatown Immigrant Workers Alliance (KIWA)

People for Mobility Justice (PMJ)

American Civil Liberties Union of Southern California (ACLU SoCal)

Community Power Collective (CPC)

Strategic Actions for a Just Economy (SAJE)

American Friends Service Committee (AFSC)

For Metro Board of Directors Meeting, April 25, 2024
General Public Comment

By Ray Hollar, Lawndale Homeowner, Retired Aerospace Engineer

(See Honorable Board Clerk for contact information)

Subject: C Line (Green Line) Extension Cost Effectiveness and Ridership

Purpose: *If trains are to be built, I strive to determine the best train option for the cost effectiveness objective.*

Summary

For 10% more cost for Hawthorne Blvd option over Hybrid ROW, 35% higher ridership for Hawthorne Blvd option is forecast. Furthermore, the extra funding required for Hawthorne Blvd option over Hybrid ROW equals only 7% of Hybrid ROW total cost.

Hawthorne Blvd option cost effectiveness, cost/rider, is less than, better than, for Hybrid ROW (by about 18%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

New Acronym: GLT for Green Line Team a.k.a. Metro staff

Key References (numbered anew)

- [1] C Line (Green Line) Extension Draft Environmental Impact Report (DEIR)
- [2] DEIR, Non-CEQA Reports, CLGET Ridership Summary, Table 3-1, C-Line/K-Line Configuration C-2 (selected by the Metro Board recently)
- [3] “Update to C Line Extension to Torrance” memo from CEO and Chief Planning Officer to Metro Board of Directors, dated August 14, 2023 (Aug 14 letter)
- [4] DEIR, Section 2.4-3 Proposed Project - Construction Durations
- [5] DEIR, Table 2.4-1 Proposed Project - Construction Schedule
- [6] DEIR, Table 2.4-3 Hawthorne Option - Construction Schedule
- [7] DEIR Appendix 2-B Construction Methods Memo
- [8] DEIR Section 3.5-2.2.1 through 3.4-2.2.3 (pages 3.4-16 through 3.4-19), Construction Tables 3.5-7 through 3.5-9 for Proposed Project (PP or ROW), Trench Option, and Hawthorne Blvd Option.
- [9] FY25 Budget Development Monthly Update, presentation to Finance, Budget, and Audit Committee, March 20, 2024, agenda item 12, page 2
- [10] Metro Board Report, File # 2023-0532, “Proposed Project and Locally Preferred Alternative for C Line Extension to Torrance,” to the Planning and Programming Committee, April 17, 2024 (which recommended Hybrid ROW option)
- [11] Two memos to Metro with comments about the Green Line Extension program, from Caltrans CEQA Branch Chief Miya Edmonson, one before the DEIR to Dolores Roybal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023.
- [12] Previous version of this memo, to Metro Board of Directors Meeting, January 25, 2024, General Public Comment, by Ray Hollar, Lawndale Homeowner, Retired Aerospace Engineer
- [13] DEIR, Non-CEQA Reports, CLGET Real Estate Property Acquisitions Report

Green Line Extension Cost Effectiveness

In the C Line (Green Line) Extension Draft Environmental Impact Report (CLGET DEIR), Reference [1], Section ES.2-2, list of Project Objectives, the only reference to cost is “to provide a cost effective project.”

Metro Green Line Team (GLT) has previously defined cost effectiveness as cost per rider (cost/rider).

This presentation compares the relative cost effectiveness of two options, Hybrid Row and Hawthorne Blvd option. In a Comparison of Alternatives (DEIR Table ES-3, page ES-48), the “Proposed Project” a.k.a. ROW path, is unacceptable due to significant and unavoidable noise impact. The ROW path would also cause emergency responder delays at street crossings (ref. Aug 14 letter, pages 8-9). Hybrid ROW (previously called 170th/182nd grade separation option) and Hawthorne Blvd options do not degrade environment or safety that way, according to Metro.

Note that lowest cost option is not a project objective.

Ridership

The metric which Metro uses in their ridership reporting most frequently is “boardings,” sometimes called “project trips.” In her monthly ridership summary, the Metro C.E.O reports boardings. On Metro.net, “Ridership Stats,” estimated ridership reported is boardings. In the case of the C/Green Line Extension Project, that includes all riders who will use the two new stations in Redondo Beach and Torrance. In an attachment to the DEIR, Non-CEQA Reports, CLGET Ridership Summary Reference [2], Table 3-1... C-Line/K-Line Configuration C-2 (selected by the Metro Board recently) Haw Blvd Project Trips/Boardings are forecast to be 35% higher (15,648) than for ROW (11,579). To emphasize the obvious, more ridership means less traffic, less air pollution, and less green house gases.

Project Option Cost Comparison

Metro Green Line Team would not provide details supporting their cost estimates despite my repeated requests.

Other sources were examined to compare option costs

- Green Line DEIR physical construction tables*
- Updated Green Line train program schedules*
- Metro Green Line Team 2023 cost & 2024 budget*
- Metro FY2025 Monthly Development Budget, March 2024*

Physical Construction Cost

Physical construction cost includes cost for BNSF freight rail work, utility work, excavation, build of new light rails and stations.

Tables of physical construction schedules from inside the DEIR Section 2.4-3 and Appendix 2-B show labor required. I loaded the data into a spreadsheet and found the Haw Blvd option to require 14% more construction labor than ROW path.

In the Aug 14 memo Reference [3], the Green Line team provided a cost estimate of Hybrid ROW (\$2.23B) to the Board of Directors, an increase of 14% over plain ROW path. I assumed the 14% increase to apply for all aspects of the option, including construction labor, so that means the construction labor for Hybrid ROW and Haw Blvd are the same. I also assumed that the equipment required for both tasks is the same since the labor is similar.

Pause. I am not trying to determine actual cost in dollars. That would require burdened labor rates and more which I am assuming are insignificant differences between the options. I'm just trying to show the relative difference in cost items, like labor, to compare the relative cost, to distinguish between options.

Material cost is not so easy, clear as mud. The construction tables show material movement, that Haw Blvd option requires 1.5% more than plain ROW. If Hybrid ROW requires 14% more for everything, material movement would be 12% more than Haw Blvd; Hybrid ROW requires digging under two street crossings, so they probably remove more dirt than replace. Those trenches will need concrete support walls and at-grade street-traffic-proof

covers. Hybrid ROW would need more robust sound/safety walls all along the neighborhoods than for Haw Blvd, where the background noise level is higher than in the neighborhoods. It seems like the elevated Haw Blvd structures would need more concrete for the elevated structure, but Hybrid ROW has to move/reset the BNSF tracks and multiple petrochemical pipelines. I assume special materials are required for freight and light rail substructure, and this offsets the extra concrete for Haw Blvd. The Hybrid ROW physical construction schedule estimate, new in the Aug 14 memo, is 15 months longer than Haw Blvd. Due to offsetting but different issues, I assume material cost is similar enough between the two options to assume they are the same.

With those numerous assumptions, I conclude that the physical construction cost for Hybrid ROW and Haw Blvd option are the same.

AND I said for months, often over the phone during Metro Committee meetings, that the ROW was defective, Metro's fix was the 170th/182nd Grade-separated option, and that extra cost to fix (14%) would make the construction cost about the same as for Haw Blvd. My rationale for higher cost than ROW was based on the construction cost table for Trench option, which is about 66% higher than ROW. I estimated that the 170th/182nd Grade-separated option would have to trench about 1/4 as much as Trench option, 1/4 of 66% is 16.5% versus the Hybrid ROW increase over (plain) ROW of 14%. This supports my rationale for scaling ROW costs by 14% to get Hybrid ROW costs.

Total Project Cost

*To assess total project cost, let's look at the GLT's project schedule of the train options for cost elements and build on the Hybrid ROW cost for an estimate of Haw Blvd cost.
(see schedule graph below, from Aug 14 letter, Reference [3], to Metro Board)*

Project Schedule*	Measure M (2030-2033)														
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Metro ROW (Elevated/At-Grade)	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction					Sep-33			
Metro ROW (Hybrid) Alternative	CEQA		Design/BID/RE Contract Award		BNSF & Utility Relocation		Construction						Dec-34		
Trench Option	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction							Jan-36	
Hawthorne Option	CEQA		Caltrans PA&ED		Design/RE Contract Award		BNSF & Utility Relocation		Construction				Sep-35		

Source: Metro, STV, and Jacobs

All four train options contain cost elements of CEQA, Design/Bid, BNSF & Utilities, Construction.

ROW and Trench are scored environmentally defective in the DEIR, relative to Hybrid ROW and Haw Blvd, so are not evaluated.

The CEQA is the same cost for all options, & final EIR will be finished next year.

Physical Construction (BNSF, utilities, and construction) are the same for Hybrid and Haw Blvd, consistent with the DEIR construction tables, as explained above. Note that the Hybrid ROW construction duration is 15 months longer than for Haw Blvd, which feels inconsistent with the much lower cost (33%) the GLT has claimed.

I assume the Design & bid work are the same (there is margin in the budget if not, which I discuss later).

Caltrans Project Approval & Env Document (PA&ED) is an additional cost for Haw Blvd. Previously (Jan 25 memo), I used the Green Line CEQA team labor burn rate for the past two years (\$41M/year) and doubled for a similar Caltrans team, that is 164M total, which seems generous since the EIR should be finished before the Caltrans work. The Aug 14 memo made some unbelievable statements about the Caltrans work which I will rebut below (after Conclusions). Since the FY2025 preliminary

budget, Reference [9], showed \$57.7M for C Line Infrastructure Development Budget, I now use that; for two years, that is \$115M total, \$50M less than I previously used.

Additional Escalation *(I like the term inflation better but escalation is more correct here) based on construction schedule mid-points. Due to Haw Blvd later construction schedule mid-point (due to extra Caltrans work) versus Hybrid ROW (not to be confused with the fact that the Hybrid ROW construction duration is 15 months longer than for Haw Blvd), Haw Blvd has an additional escalation cost.*

The cost bar chart in Reference [10] page 14, shows cost estimates in FY2022 dollars (I inferred July 2022 reference). By backing out the time to mid-point from the escalation data shown in the cost bar chart in Reference [10], assuming compounding, I calculated the following durations from July 2022 reference to the construction mid-points:

Hybrid ROW: 8.25 years

Hawthorne Blvd: 9.52 years

So the Hawthorne mid-point is 1.27 years later than Hybrid ROW. Applying GLT's escalation rate of 3.5% per year ($1.035^{\exp 1.27} = 1.0446$) to the Hybrid ROW physical construction cost (2232M) + Caltrans cost (115M), a subtotal of 2347M, adds 105M to the cost for Hawthorne Blvd.

As a check, I performed the same inflation calculation using the schedule graph in Reference [10] page 15, whose values are less precisely stated, and calculated an additional 114M of inflation. I use 105M now.

{Aside. Previously, Reference [12], I used of 18 months for an additional inflation factor of 5.3% multiplied by total Hybrid ROW cost estimate of \$2.23B for an increase of \$118M. In my presentations in-person to Metro committees and the Board of Directors, I have been showing 140M.}

{Aside. In Reference [10] page 14, the cost estimate bar chart legend says escalation is 3.5% when it should be 3.5% per year: this error propagated from their August 14 memo, Reference [3].}

{Aside. In Reference [10] page 15, note that the Hybrid ROW construction schedule is 15 months longer than the Hawthorne Blvd option schedule. Also, the end time for Trench schedule shown by date does not match the time bar, another error propagated from their August 14 update memo, Reference [3].}
{Aside. Note that the Green Line Team does not recognize Caltrans telling them that the ROW options would be required to get permits to cross State Highway 107, so they probably did not budget anything for Caltrans permits.}

Property Acquisition The Aug 14 memo Reference [3] says, “Several commercial properties needed to construct and operate Project located adjacent to I-405 and [the west side] of Haw Blvd [between 162nd Street north to the southbound Haw Blvd off ramp from the I-405].” I do not know if the GLT’s cost estimates include property acquisition. The Real Estate Property Acquisitions Report, Reference [13], says that 15 lots or parts of lots are affected by the Hawthorne Blvd option, three are aerial easements, so I allocated a million for each lot or parts and 1M for the aerial easements, \$13M total. There is a lot of uncertainty about property acquisition. We think that the ROW between 170th street and Artesia Blvd, at 75 feet wide, is too narrow to fit the freight train, two sets of LRT tracks, and four pipelines and maintain the required separations without needing to acquire residential property there, which would increase cost, in addition to the 24 lots or parts of lots indicated in Reference [13] .

Total add-ons to Hybrid ROW to get Haw Blvd option cost estimate are

Caltrans:	115M
Escalation:	105M
Prop Acquisition:	13M
Total Add-ons:	233M
Hybrid ROW:	2232M
<u>Haw Blvd est:</u>	<u>2465M</u>

My Haw Blvd option cost estimate of \$2.46B is only 10% higher than for Hybrid ROW cost at \$2.23B.

(Previously, the numbers were \$2.55B, 14%, \$2.26B)

Relative Cost Effectiveness

For Hawthorne Blvd cost/rider divided by Hybrid ROW cost/rider (lower cost/rider is better)

$(2465M/15648) / (2232M/11579) = 0.818$ or about 18% better

This is the same as for Hawthorne Blvd relative cost divided by Hawthorne Blvd relative ridership, $1.10/1.35 = 0.815$

Conclusions

For 10% more cost for Hawthorne Blvd option over Hybrid ROW, 35% higher ridership is forecast. Furthermore, the extra funding required for Hawthorne Blvd option over Hybrid ROW equals only 7% of Hybrid ROW total cost (see below).

Hawthorne Blvd option cost effectiveness, cost/rider, is less than, better than, for Hybrid ROW (by about 18%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

Good News regarding funding!

In the April 17 update memo, reference [10], page 16, is a table about funding strategy. The subtotal of Secured Sources (from local and state funding) are \$1407.6 for hybrid ROW and \$1479.5 for Hawthorne Blvd, making secured funding for Hawthorne Blvd about \$72M higher than Hybrid ROW, about 3% of the total cost of Hybrid ROW. The “Not Yet Secured funding” for Hybrid ROW is 822M, and for Hawthorne Blvd is 985M (for total cost at 2465M). An extra 163M is funding is required for Hawthorne Blvd

over Hybrid ROW, equal to 7% of Hybrid ROW total cost, for which a 35% higher ridership can be achieved. Only 7%.

Cost Estimates, Another Approach

Remember, my cost estimates are relative cost estimates, not absolute cost estimates. Suppose the “Proposed Project” were Hawthorne Blvd option, instead of ROW, and we worked backwards from GLT’s cost estimate of 2.96B to find out how much less Hybrid ROW would cost. To maintain the statement, “For an extra 10% of Hybrid ROW cost you get Hawthorne Blvd option ...,” Hybrid ROW cost would be about 2.69B, instead of 2.23B. We think the Hybrid ROW cost is understated for reasons not appreciated, so I am much more comfortable with these higher numbers.

Hawthorne Blvd Total Project Cost Estimate Perspective

My estimate, with my sources and assumptions, are explained in detail, all derived from GLT processes, and is \$495M less than the GLT estimate of \$2.96B, without any of their details explained (and, no, add-ons for risk and inflation common to all cost estimates are not distinguishing details).

We have no idea where the GLT thought they needed another \$495M above my add-ons. But just for fun, let’s put that number into perspective. An open position for Caltrans Senior Transportation Engineer at top salary is about \$163K/year (I assume that is industry standard). I added 50% for benefits (I tried to get a number from Caltrans without success) and 100% for overhead. That’s \$408K/year. So what I will call the Green Line Team’s overestimate for Haw Blvd of \$495M is over 1000 years of Senior Transportation Engineering-level labor, a millennium of labor. Where in the world do they think they need an additional millennium of labor? Remember my assumption that the Design/Bid schedule cost element was about the same for Hybrid ROW and Haw Blvd? If you spread the millennium of labor over four years of Design/Bid and Caltrans work (beyond

*the FY2025 budget of 57.7M, 140 heads/year), that is 300 heads/year for four years. Really? **And this is where I claim that the Green Line Team's cost estimates for the Hawthorne Blvd option fail my test of reasonableness: their estimate is much too high relative to their estimate for the Hybrid ROW.***

Bonus Comments for the Committed

Another Look at the Green Line Team's Cost Estimates: 40% Cost Estimate Contingency

Update from my Jan 25 memo Reference [12]. Metro staff modified their cost bar graph in the Board Report to the Planning and Programming Committee on April 17 Reference [10], an update, their cost bar graph contingency is shown in the legend to be “~40%,” a “~” symbol being added, suggesting “approximate,” and “Contingency varies by SCC code.” The contingencies shown are 38.7% for Hybrid ROW, and 42.6% for Hawthorne Blvd option. The GLT gave no explanation for different contingencies, which seems suspicious since the largest part of cost, physical construction, is forecast to take 15 months longer for Hybrid ROW than Hawthorne Blvd.

Original content, which was valid given the information that the GLT provided in their Aug 14 memo Reference [3], showing that the GLT was sloppy in their documentation.

In the Aug 14 memo to the Metro Board, Reference [3], the GLT included some previously undisclosed cost estimate details in their cost estimate vertical bar chart, in particular, the numerical allocations for contingency and escalation (inflation). The table below shows the original cost estimates in 2022 dollars, my calculation of 40% contingency, the GLT's calculation of 40% contingency, and the difference.

	2022 estimate	40% Cont	Table Cont	Diff
ROW:	1100	440	418	22
Hybrid ROW:	1213	485	470	15
Trench ROW:	1483	593	626	- 33
Haw Blvd:	1497	599	638	- 39

This was disappointing. The Green Line Team updated their bar chart for the Aug 14 memo for the Metro Board of Directors. You would have thought that somebody would have noticed the contingency calculation errors. The sum of the absolute errors in calculating contingency for the four options is \$109M. As is typical of Green Line Team reporting, the errors favor the ROW (by \$22M) and Hybrid ROW (by \$15M) and degrade the Hawthorne Blvd option (by \$39M). This would shave \$54M, 2.4%, off of the Hawthorne Blvd cost over the Hybrid ROW, by itself. Curiously, in the new update memo, Reference [10], the GLT added little squiggles in front of the 40% contingency, suggesting “approximate.” Which makes no sense. Anyway, I cannot apply these errors to my relative cost analysis.

About Metro-Caltrans work

The Aug 14 letter, Reference [3], made some unbelievable statements about the Caltrans work required for the Haw Blvd Path which I will rebut now. On page 10, discussing Haw Blvd option,

“Caltrans has not yet approved an encroachment permit and would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit.”

This is highly disingenuous. First of all, of course Metro has not acquired the Caltrans encroachment permit. They have not performed the work required or paid Caltrans to review an application, if even filed yet.

Secondly, when Metro asked Caltrans to comment on the Green Line Extension program, Caltrans responded with two letters from Caltrans CEQA Branch Chief Miya Edmonson, one

before the DEIR to Dolores Roybal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023. Neither letter mentioned NEPA. It may be required, but neither letter said Caltrans "... would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit."

The Aug 14 memo continues, "This would add approximately two additional years of planning work." No big deal. It's in the schedule, and originally I booked 400 years of senior transportation engineering-level work for that, over booked compared to the 57.7M in the new FY2025 budget, assumed for FY2026, about 280 heads over 2 years .

The Aug 14 memo continues, "The lack of approval from Caltrans on the Hawthorne option poses a significant risk to the Project implementation."

Nice try. To learn more about encroachment permits, especially around a freeway, I communicated with a coordinator of the I-5 North County Enhancements Project. They acquired numerous Caltrans encroachment permits, and no problems were noted.

I reported all this to the Metro Construction Committee meeting on September 21, 2023, that the Aug 14 memo made misleading statements about Caltrans requiring NEPA review. Secondly, stating the obvious, Metro and Caltrans work with each other all the time. CEO Wiggins and Caltrans District 7 Director Roberts attend every Metro Committee meeting (although Director Roberts had a sub that day). I said to the Committee that, if I could ask questions of the Green Line Team presenting in the next meeting to occur in a few minutes (Executive Management Committee), I would ask them to cite examples where Metro and Caltrans could not agree on a project to the extent that the project was stopped. The risk sounds overstated.

And since the ROW path crosses State Route 107, a Caltrans ROW, I assume that a Caltrans encroachment permit would be required for the Green Line ROW.

Parking

The Aug 14 memo Reference [3], says, page 11, for the Haw Blvd option that about 20 parking spaces would be lost [in the median of Haw Blvd]. This is also mentioned in the DEIR Executive Summary Section ES.2-3.3. OK, Green Line Team, if this is so noteworthy that it belongs in the Executive summary, page 29 of a 1008-page DEIR, and the Aug 14 update summary memo, where is your mitigation plan? This is just another example of the many cheap shots that the GLT has taken against the Haw Blvd option (or if positive for the Haw Blvd option, like ridership, the data is suppressed). In neither reference above do they mention the capacity of parking in the area, which in the median and along Hawthorne Blvd is 310 spaces. So 20 spaces lost is about 6% of total available public parking. To discover this, (I live down the street so I have counted them) you have to go to DEIR Non-CEQA Documents, Transportation Detail Report, Section 3, to discover total available public parking. No mitigation plan. No assessment of ample parking on private commercial property available to customers either. And no assessment of utilization, which during normal business hours on weekdays is less than half for both public and private capacity. Nevertheless, during walks with GLT staff along Haw Blvd (spring 2022), before we knew the number of spaces which would be lost (and I give credit to the design team for keeping the number low), I made suggestions about how more parking space could be created to offset any loss. For example, there is a half lot on the west side of Haw Blvd south of 169th Street which has been vacant for over 30 years. So we can remain calm. This is not Parking Armageddon.

Cost of the BNSF ROW

By the way, a frequent argument for the ROW option is that the ROW has already been purchased. But nobody at Metro seems to know how much it cost. Not an Executive Officer of Transit Asset Management, her contacts, nor Metro records. I suspect

that is a negligible amount compared to the total project, which would make that argument in favor of ROW path meaningless.

Questions?

As I noted earlier, the Honorable Board Clerk has my contact information, and Metro Board of Directors and their staff are welcome to contact me about this report.

April 2024 RBM General Public Comments

From: [REDACTED]

Sent: Sunday, April 21, 2024 7:41 PM

To: Board Clerk <BoardClerk@metro.net>

Subject: Keep L.A. Metro Safe: Prioritize Care-First Approaches

Dear L.A. Metro Board of Directors:

I support ACT-LA's call for care-first safety approaches on the Metro: End our unnecessary and harmful reliance on police in public transit and continue to fund more effective and proven safety initiatives such as our transit ambassador program and better infrastructure like improved lighting and more reliable and timely service.

[REDACTED]

Sincerely,

[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 23, 2024 11:08 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Re: 4/25 Regular Board Meeting: Individual Metro Rail Station Security

Hello,

Following up to my email comment above, my security concept revolves around individual security booths or "customer service" centers at each individual station either inside or right before you pass thru station turnstiles. These centers would be manned 24/7, providing opportunities for security personnel and customer service agents, as well as piece of mind for the riding public.

The security officer or representative keeps a watchful eye on people entering and exiting the stations. These individuals would also be tasked with typical security detail duties, occasional patrol around the station to build a rapport with riders, check for possible fare jumpers and keep tabs on suspicious activity in and around the station.

Security or Metro Police booths would be a simple design to avoid strenuous costs (See attached example images). Equipped with access to the station security cameras, a simple computer station and phone system with PA access as well as emergency direct line to Metro Police or LAPD depending on the jurisdiction, assistance would be just a push button away.

I hope this concept makes it to the board meeting on 4/25. Thank you again for your time.

Sincerely,

[REDACTED]



From: [REDACTED]
Sent: Tuesday, April 23, 2024 7:03 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Regular Board Meeting 04/25/2024

General Public Comment:

The safety situation is inexcusable. People are dying and getting assaulted, yet you keep promoting metro as being safe and tooting your own horns for no reasons. Fire the CEO as this is happening on her watch and actually hold law enforcement accountable for not executing their duties under the contract. It's literally a third world country on these trains lately and it's not fair to the residents of LA County to be dealing with this.

From: [REDACTED]
Sent: Wednesday, April 24, 2024 4:31 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Comments for 4/25 meeting

General meeting on 4/25, 2024-0260 general public comment:

I use metro as my only source of transportation and I hate that everyday I wake up dreading my ride to work. The fear that I experience as a woman on the metro feels ignored every time the Metro board allows a vagrant on board without paying fare, allows a mentally unstable person to roam the stations, or allows LAPD to continue standing around just to watch the system decay. Catering to the homeless and mentally-ill minority continues to upset a regular, paying rider base. The metro needs more security with the power to actually enforce fares and rules. It needs full barriers to protect station entrances and platforms that can only be opened with tap cards. It needs to work quickly so women stop dying at the hands of violent and mentally ill men. It is not metro's job to solve homelessness or the mental health crisis, but it is their job to provide safety and cleanliness to the mentally sound and law abiding majority that uses the system.

Good morning:

This is Holly Osborne, from Redondo Beach.

To me, one of the most troubling and aggravating statements made in the Board Report is the following:

"The Hawthorne Option would not include any improvements along the Metro ROW (e.g. freight noise, vibration and safety improvements, neighborhood paths)."

This is a classic example of Metro double speak. To the contrary, choosing the Hawthorne option would **allow** the city of Lawndale to KEEP its *de facto* path that it already has! Who in this room thinks that Metro concrete is preferable to grass and trees? In this era of climate change, trees and green space and shade are priceless.

The statement also says that if the Hawthorne option is chosen, there will not be any improvements to freight noise! The freight train only comes twice a day! Do you think that adding 200-300 LRT trains in order for Metro to install a "quiet zone" makes ANY sense? The fact that Metro could even make these statements shows how out of touch Metro is with reality. Also, installing a quiet zone (four sets of crossing arms instead of two) does not mean that the train does not have to blow its horn. The city **has to approve it not blowing** its horn. In an area where kids are crossing tracks to school, you WANT a horn!

Yet, these contrived statements allow metro to give itself a black ball in the trade chart.

Metro used that same argument in 2018 about how choosing the ROW would "give" the city o Lawndale a neighborhood path. What choosing the ROW would do is **destroy** the city, and **destroy** what little green space the city has. Right now, Lawndale contains 6 census districts. Four of them are considered disadvantaged, and two are not. The ROW goes through one disadvantaged neighborhood and one not disadvantaged neighborhood . If you put the Mero on the ROW, Lawndale will consist of 5 disadvantaged districts. Is this the kind of legacy you can be proud of?

Put the Metro on a commercial corridor, on Hawthorne Blvd, as the cities of Redondo, Lawndale and Hawthorne have requested.

Holly Osborne
Redondo Beach

Tract information
 Number: 06037604002
 County: Los Angeles County
 State: California
 Population: 4,856

Tract demographics
 Race / Ethnicity [\(Show v\)](#)
 Age [\(Show v\)](#)
 Artesia Blvd
 Identified as disadvantaged?
YES

This tract is considered disadvantaged because it meets more than 1 burden threshold **AND** the associated socioeconomic threshold.

[Send feedback](#)

[Climate change](#)

The figure consists of five maps of the same geographic area in Los Angeles, bounded by Rosecrans Ave to the north and Monaco to the south, and Lawndale to the west and 169th St to the east. The maps illustrate different proposed transit alignments for the ROW (Right of Way) and the 10th and 169th St stations. The maps are labeled as follows:

- Map 1 (Leftmost):** Shows the ROW alignment (red line) and the 10th and 169th St stations (blue circles). The ROW alignment is shown as a straight line from Rosecrans Ave to Monaco. The 10th and 169th St stations are shown as blue circles. The map is labeled "ROW" and "Lawndale".
- Map 2:** Shows the ROW alignment (red line) and the 10th and 169th St stations (blue circles). The ROW alignment is shown as a straight line from Rosecrans Ave to Monaco. The 10th and 169th St stations are shown as blue circles. The map is labeled "ROW" and "Lawndale".
- Map 3:** Shows the ROW alignment (red line) and the 10th and 169th St stations (blue circles). The ROW alignment is shown as a straight line from Rosecrans Ave to Monaco. The 10th and 169th St stations are shown as blue circles. The map is labeled "ROW" and "Lawndale".
- Map 4:** Shows the ROW alignment (red line) and the 10th and 169th St stations (blue circles). The ROW alignment is shown as a straight line from Rosecrans Ave to Monaco. The 10th and 169th St stations are shown as blue circles. The map is labeled "ROW" and "Lawndale".
- Map 5 (Rightmost):** Shows the ROW alignment (red line) and the 10th and 169th St stations (blue circles). The ROW alignment is shown as a straight line from Rosecrans Ave to Monaco. The 10th and 169th St stations are shown as blue circles. The map is labeled "ROW" and "Lawndale".

- Result: 5 out of 6 districts disadvantaged census districts.**

From: [REDACTED]
Sent: Wednesday, April 24, 2024 4:39 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: BOD Meeting General Public comments

Dear Sir/Madam:

We are residents of the City of Lawndale and have lived along the ROW (Right of Way) for 42 years.

We are writing to you to reiterate our request to vote for the Hawthorne Blvd. Elevated Locally Preferred Alternative. Hoping for your kind hearted consideration regarding our request.

Sincerely,

[REDACTED]

For Metro Board of Directors Meeting, April 25, 2024
General Public Comment

By Ray Hollar, Lawndale Homeowner, Retired Aerospace Engineer

(See Honorable Board Clerk for contact information)

Subject: C Line (Green Line) Extension Cost Effectiveness and Ridership

Purpose: *If trains are to be built, I strive to determine the best train option for the cost effectiveness objective.*

Summary

For 10% more cost for Hawthorne Blvd option over Hybrid ROW, 35% higher ridership for Hawthorne Blvd option is forecast. Furthermore, the extra funding required for Hawthorne Blvd option over Hybrid ROW equals only 7% of Hybrid ROW total cost.

Hawthorne Blvd option cost effectiveness, cost/rider, is less than, better than, for Hybrid ROW (by about 18%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

New Acronym: GLT for Green Line Team a.k.a. Metro staff

Key References (numbered anew)

- [1] C Line (Green Line) Extension Draft Environmental Impact Report (DEIR)
- [2] DEIR, Non-CEQA Reports, CLGET Ridership Summary, Table 3-1, C-Line/K-Line Configuration C-2 (selected by the Metro Board recently)
- [3] “Update to C Line Extension to Torrance” memo from CEO and Chief Planning Officer to Metro Board of Directors, dated August 14, 2023 (Aug 14 letter)
- [4] DEIR, Section 2.4-3 Proposed Project - Construction Durations
- [5] DEIR, Table 2.4-1 Proposed Project - Construction Schedule
- [6] DEIR, Table 2.4-3 Hawthorne Option - Construction Schedule
- [7] DEIR Appendix 2-B Construction Methods Memo
- [8] DEIR Section 3.5-2.2.1 through 3.4-2.2.3 (pages 3.4-16 through 3.4-19), Construction Tables 3.5-7 through 3.5-9 for Proposed Project (PP or ROW), Trench Option, and Hawthorne Blvd Option.
- [9] FY25 Budget Development Monthly Update, presentation to Finance, Budget, and Audit Committee, March 20, 2024, agenda item 12, page 2
- [10] Metro Board Report, File # 2023-0532, “Proposed Project and Locally Preferred Alternative for C Line Extension to Torrance,” to the Planning and Programming Committee, April 17, 2024 (which recommended Hybrid ROW option)
- [11] Two memos to Metro with comments about the Green Line Extension program, from Caltrans CEQA Branch Chief Miya Edmonson, one before the DEIR to Dolores Roybal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023.
- [12] Previous version of this memo, to Metro Board of Directors Meeting, January 25, 2024, General Public Comment, by Ray Hollar, Lawndale Homeowner, Retired Aerospace Engineer
- [13] DEIR, Non-CEQA Reports, CLGET Real Estate Property Acquisitions Report

Green Line Extension Cost Effectiveness

In the C Line (Green Line) Extension Draft Environmental Impact Report (CLGET DEIR), Reference [1], Section ES.2-2, list of Project Objectives, the only reference to cost is “to provide a cost effective project.”

Metro Green Line Team (GLT) has previously defined cost effectiveness as cost per rider (cost/rider).

This presentation compares the relative cost effectiveness of two options, Hybrid Row and Hawthorne Blvd option. In a Comparison of Alternatives (DEIR Table ES-3, page ES-48), the “Proposed Project” a.k.a. ROW path, is unacceptable due to significant and unavoidable noise impact. The ROW path would also cause emergency responder delays at street crossings (ref. Aug 14 letter, pages 8-9). Hybrid ROW (previously called 170th/182nd grade separation option) and Hawthorne Blvd options do not degrade environment or safety that way, according to Metro.

Note that lowest cost option is not a project objective.

Ridership

The metric which Metro uses in their ridership reporting most frequently is “boardings,” sometimes called “project trips.” In her monthly ridership summary, the Metro C.E.O reports boardings. On Metro.net, “Ridership Stats,” estimated ridership reported is boardings. In the case of the C/Green Line Extension Project, that includes all riders who will use the two new stations in Redondo Beach and Torrance. In an attachment to the DEIR, Non-CEQA Reports, CLGET Ridership Summary Reference [2], Table 3-1... C-Line/K-Line Configuration C-2 (selected by the Metro Board recently) Haw Blvd Project Trips/Boardings are forecast to be 35% higher (15,648) than for ROW (11,579). To emphasize the obvious, more ridership means less traffic, less air pollution, and less green house gases.

Project Option Cost Comparison

Metro Green Line Team would not provide details supporting their cost estimates despite my repeated requests.

Other sources were examined to compare option costs

- Green Line DEIR physical construction tables*
- Updated Green Line train program schedules*
- Metro Green Line Team 2023 cost & 2024 budget*
- Metro FY2025 Monthly Development Budget, March 2024*

Physical Construction Cost

Physical construction cost includes cost for BNSF freight rail work, utility work, excavation, build of new light rails and stations.

Tables of physical construction schedules from inside the DEIR Section 2.4-3 and Appendix 2-B show labor required. I loaded the data into a spreadsheet and found the Haw Blvd option to require 14% more construction labor than ROW path.

In the Aug 14 memo Reference [3], the Green Line team provided a cost estimate of Hybrid ROW (\$2.23B) to the Board of Directors, an increase of 14% over plain ROW path. I assumed the 14% increase to apply for all aspects of the option, including construction labor, so that means the construction labor for Hybrid ROW and Haw Blvd are the same. I also assumed that the equipment required for both tasks is the same since the labor is similar.

Pause. I am not trying to determine actual cost in dollars. That would require burdened labor rates and more which I am assuming are insignificant differences between the options. I'm just trying to show the relative difference in cost items, like labor, to compare the relative cost, to distinguish between options.

Material cost is not so easy, clear as mud. The construction tables show material movement, that Haw Blvd option requires 1.5% more than plain ROW. If Hybrid ROW requires 14% more for everything, material movement would be 12% more than Haw Blvd; Hybrid ROW requires digging under two street crossings, so they probably remove more dirt than replace. Those trenches will need concrete support walls and at-grade street-traffic-proof

covers. Hybrid ROW would need more robust sound/safety walls all along the neighborhoods than for Haw Blvd, where the background noise level is higher than in the neighborhoods. It seems like the elevated Haw Blvd structures would need more concrete for the elevated structure, but Hybrid ROW has to move/reset the BNSF tracks and multiple petrochemical pipelines. I assume special materials are required for freight and light rail substructure, and this offsets the extra concrete for Haw Blvd. The Hybrid ROW physical construction schedule estimate, new in the Aug 14 memo, is 15 months longer than Haw Blvd. Due to offsetting but different issues, I assume material cost is similar enough between the two options to assume they are the same.

With those numerous assumptions, I conclude that the physical construction cost for Hybrid ROW and Haw Blvd option are the same.

AND I said for months, often over the phone during Metro Committee meetings, that the ROW was defective, Metro's fix was the 170th/182nd Grade-separated option, and that extra cost to fix (14%) would make the construction cost about the same as for Haw Blvd. My rationale for higher cost than ROW was based on the construction cost table for Trench option, which is about 66% higher than ROW. I estimated that the 170th/182nd Grade-separated option would have to trench about 1/4 as much as Trench option, 1/4 of 66% is 16.5% versus the Hybrid ROW increase over (plain) ROW of 14%. This supports my rationale for scaling ROW costs by 14% to get Hybrid ROW costs.

Total Project Cost

*To assess total project cost, let's look at the GLT's project schedule of the train options for cost elements and build on the Hybrid ROW cost for an estimate of Haw Blvd cost.
(see schedule graph below, from Aug 14 letter, Reference [3], to Metro Board)*

Project Schedule*	Measure M (2030-2033)														
	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Metro ROW (Elevated/At-Grade)	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction						Sep-33		
Metro ROW (Hybrid) Alternative	CEQA		Design/BID/RE Contract Award		BNSF & Utility Relocation		Construction							Dec-34	
Trench Option	CEQA		Design/RE Contract Award		BNSF & Utility Relocation		Construction							Jan-36	
Hawthorne Option	CEQA		Caltrans PA&ED		Design/RE Contract Award		BNSF & Utility Relocation	Construction					Sep-35		

Source: Metro, STV, and Jacobs

All four train options contain cost elements of CEQA, Design/Bid, BNSF & Utilities, Construction.

ROW and Trench are scored environmentally defective in the DEIR, relative to Hybrid ROW and Haw Blvd, so are not evaluated.

The CEQA is the same cost for all options, & final EIR will be finished next year.

Physical Construction (BNSF, utilities, and construction) are the same for Hybrid and Haw Blvd, consistent with the DEIR construction tables, as explained above. Note that the Hybrid ROW construction duration is 15 months longer than for Haw Blvd, which feels inconsistent with the much lower cost (33%) the GLT has claimed.

I assume the Design & bid work are the same (there is margin in the budget if not, which I discuss later).

Caltrans Project Approval & Env Document (PA&ED) is an additional cost for Haw Blvd. Previously (Jan 25 memo), I used the Green Line CEQA team labor burn rate for the past two years (\$41M/year) and doubled for a similar Caltrans team, that is 164M total, which seems generous since the EIR should be finished before the Caltrans work. The Aug 14 memo made some unbelievable statements about the Caltrans work which I will rebut below (after Conclusions). Since the FY2025 preliminary

budget, Reference [9], showed \$57.7M for C Line Infrastructure Development Budget, I now use that; for two years, that is \$115M total, \$50M less than I previously used.

Additional Escalation (I like the term inflation better but escalation is more correct here) based on construction schedule mid-points. Due to Haw Blvd later construction schedule mid-point (due to extra Caltrans work) versus Hybrid ROW (not to be confused with the fact that the Hybrid ROW construction duration is 15 months longer than for Haw Blvd), Haw Blvd has an additional escalation cost.

The cost bar chart in Reference [10] page 14, shows cost estimates in FY2022 dollars (I inferred July 2022 reference). By backing out the time to mid-point from the escalation data shown in the cost bar chart in Reference [10], assuming compounding, I calculated the following durations from July 2022 reference to the construction mid-points:

Hybrid ROW: 8.25 years

Hawthorne Blvd: 9.52 years

So the Hawthorne mid-point is 1.27 years later than Hybrid ROW. Applying GLT's escalation rate of 3.5% per year ($1.035^{\exp 1.27} = 1.0446$) to the Hybrid ROW physical construction cost (2232M) + Caltrans cost (115M), a subtotal of 2347M, adds 105M to the cost for Hawthorne Blvd.

As a check, I performed the same inflation calculation using the schedule graph in Reference [10] page 15, whose values are less precisely stated, and calculated an additional 114M of inflation. I use 105M now.

{Aside. Previously, Reference [12], I used of 18 months for an additional inflation factor of 5.3% multiplied by total Hybrid ROW cost estimate of \$2.23B for an increase of \$118M. In my presentations in-person to Metro committees and the Board of Directors, I have been showing 140M.}

{Aside. In Reference [10] page 14, the cost estimate bar chart legend says escalation is 3.5% when it should be 3.5% per year: this error propagated from their August 14 memo, Reference [3].}

{Aside. In Reference [10] page 15, note that the Hybrid ROW construction schedule is 15 months longer than the Hawthorne Blvd option schedule. Also, the end time for Trench schedule shown by date does not match the time bar, another error propagated from their August 14 update memo, Reference [3].}
{Aside. Note that the Green Line Team does not recognize Caltrans telling them that the ROW options would be required to get permits to cross State Highway 107, so they probably did not budget anything for Caltrans permits.}

Property Acquisition The Aug 14 memo Reference [3] says, “Several commercial properties needed to construct and operate Project located adjacent to I-405 and [the west side] of Haw Blvd [between 162nd Street north to the southbound Haw Blvd off ramp from the I-405].” I do not know if the GLT’s cost estimates include property acquisition. The Real Estate Property Acquisitions Report, Reference [13], says that 15 lots or parts of lots are affected by the Hawthorne Blvd option, three are aerial easements, so I allocated a million for each lot or parts and 1M for the aerial easements, \$13M total. There is a lot of uncertainty about property acquisition. We think that the ROW between 170th street and Artesia Blvd, at 75 feet wide, is too narrow to fit the freight train, two sets of LRT tracks, and four pipelines and maintain the required separations without needing to acquire residential property there, which would increase cost, in addition to the 24 lots or parts of lots indicated in Reference [13] .

Total add-ons to Hybrid ROW to get Haw Blvd option cost estimate are

Caltrans:	115M
Escalation:	105M
Prop Acquisition:	13M
Total Add-ons:	233M
Hybrid ROW:	2232M
<u>Haw Blvd est:</u>	<u>2465M</u>

My Haw Blvd option cost estimate of \$2.46B is only 10% higher than for Hybrid ROW cost at \$2.23B.

(Previously, the numbers were \$2.55B, 14%, \$2.26B)

Relative Cost Effectiveness

For Hawthorne Blvd cost/rider divided by Hybrid ROW cost/rider
(lower cost/rider is better)

$(2465M/15648) / (2232M/11579) = 0.818$ or about 18% better

This is the same as for Hawthorne Blvd relative cost divided by Hawthorne Blvd relative ridership, $1.10/1.35 = 0.815$

Conclusions

For 10% more cost for Hawthorne Blvd option over Hybrid ROW, 35% higher ridership is forecast. Furthermore, the extra funding required for Hawthorne Blvd option over Hybrid ROW equals only 7% of Hybrid ROW total cost (see below).

Hawthorne Blvd option cost effectiveness, cost/rider, is less than, better than, for Hybrid ROW (by about 18%).

Haw Blvd option is more cost effective than Hybrid ROW and satisfies the Green Line cost effectiveness project objective better. For this and many other reasons, the Hawthorne Blvd option should be selected as the Green Line Extension Locally Preferred Alternative (LPA).

Good News regarding funding!

In the April 17 update memo, reference [10], page 16, is a table about funding strategy. The subtotal of Secured Sources (from local and state funding) are \$1407.6 for hybrid ROW and \$1479.5 for Hawthorne Blvd, making secured funding for Hawthorne Blvd about \$72M higher than Hybrid ROW, about 3% of the total cost of Hybrid ROW. The “Not Yet Secured funding” for Hybrid ROW is 822M, and for Hawthorne Blvd is 985M (for total cost at 2465M). An extra 163M is funding is required for Hawthorne Blvd

over Hybrid ROW, equal to 7% of Hybrid ROW total cost, for which a 35% higher ridership can be achieved. Only 7%.

Cost Estimates, Another Approach

Remember, my cost estimates are relative cost estimates, not absolute cost estimates. Suppose the “Proposed Project” were Hawthorne Blvd option, instead of ROW, and we worked backwards from GLT’s cost estimate of 2.96B to find out how much less Hybrid ROW would cost. To maintain the statement, “For an extra 10% of Hybrid ROW cost you get Hawthorne Blvd option ...,” Hybrid ROW cost would be about 2.69B, instead of 2.23B. We think the Hybrid ROW cost is understated for reasons not appreciated, so I am much more comfortable with these higher numbers.

Hawthorne Blvd Total Project Cost Estimate Perspective

My estimate, with my sources and assumptions, are explained in detail, all derived from GLT processes, and is \$495M less than the GLT estimate of \$2.96B, without any of their details explained (and, no, add-ons for risk and inflation common to all cost estimates are not distinguishing details).

We have no idea where the GLT thought they needed another \$495M above my add-ons. But just for fun, let’s put that number into perspective. An open position for Caltrans Senior Transportation Engineer at top salary is about \$163K/year (I assume that is industry standard). I added 50% for benefits (I tried to get a number from Caltrans without success) and 100% for overhead. That’s \$408K/year. So what I will call the Green Line Team’s overestimate for Haw Blvd of \$495M is over 1000 years of Senior Transportation Engineering-level labor, a millennium of labor. Where in the world do they think they need an additional millennium of labor? Remember my assumption that the Design/Bid schedule cost element was about the same for Hybrid ROW and Haw Blvd? If you spread the millennium of labor over four years of Design/Bid and Caltrans work (beyond

*the FY2025 budget of 57.7M, 140 heads/year), that is 300 heads/year for four years. Really? **And this is where I claim that the Green Line Team's cost estimates for the Hawthorne Blvd option fail my test of reasonableness: their estimate is much too high relative to their estimate for the Hybrid ROW.***

Bonus Comments for the Committed

Another Look at the Green Line Team's Cost Estimates: 40% Cost Estimate Contingency

Update from my Jan 25 memo Reference [12]. Metro staff modified their cost bar graph in the Board Report to the Planning and Programming Committee on April 17 Reference [10], an update, their cost bar graph contingency is shown in the legend to be “~40%,” a “~” symbol being added, suggesting “approximate,” and “Contingency varies by SCC code.” The contingencies shown are 38.7% for Hybrid ROW, and 42.6% for Hawthorne Blvd option. The GLT gave no explanation for different contingencies, which seems suspicious since the largest part of cost, physical construction, is forecast to take 15 months longer for Hybrid ROW than Hawthorne Blvd.

Original content, which was valid given the information that the GLT provided in their Aug 14 memo Reference [3], showing that the GLT was sloppy in their documentation.

In the Aug 14 memo to the Metro Board, Reference [3], the GLT included some previously undisclosed cost estimate details in their cost estimate vertical bar chart, in particular, the numerical allocations for contingency and escalation (inflation). The table below shows the original cost estimates in 2022 dollars, my calculation of 40% contingency, the GLT's calculation of 40% contingency, and the difference.

	2022 estimate	40% Cont	Table Cont	Diff
ROW:	1100	440	418	22
Hybrid ROW:	1213	485	470	15
Trench ROW:	1483	593	626	- 33
Haw Blvd:	1497	599	638	- 39

This was disappointing. The Green Line Team updated their bar chart for the Aug 14 memo for the Metro Board of Directors. You would have thought that somebody would have noticed the contingency calculation errors. The sum of the absolute errors in calculating contingency for the four options is \$109M. As is typical of Green Line Team reporting, the errors favor the ROW (by \$22M) and Hybrid ROW (by \$15M) and degrade the Hawthorne Blvd option (by \$39M). This would shave \$54M, 2.4%, off of the Hawthorne Blvd cost over the Hybrid ROW, by itself. Curiously, in the new update memo, Reference [10], the GLT added little squiggles in front of the 40% contingency, suggesting “approximate.” Which makes no sense. Anyway, I cannot apply these errors to my relative cost analysis.

About Metro-Caltrans work

The Aug 14 letter, Reference [3], made some unbelievable statements about the Caltrans work required for the Haw Blvd Path which I will rebut now. On page 10, discussing Haw Blvd option,

“Caltrans has not yet approved an encroachment permit and would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit.”

This is highly disingenuous. First of all, of course Metro has not acquired the Caltrans encroachment permit. They have not performed the work required or paid Caltrans to review an application, if even filed yet.

Secondly, when Metro asked Caltrans to comment on the Green Line Extension program, Caltrans responded with two letters from Caltrans CEQA Branch Chief Miya Edmonson, one

before the DEIR to Dolores Roybal Saltaralli dated Feb 25, 2021, and one after the DEIR was published, to Georgia Sheridan dated March 24, 2023. Neither letter mentioned NEPA. It may be required, but neither letter said Caltrans "... would require Metro to complete federal environmental documentation per the National Environmental Policy Act (NEPA) before Caltrans would consider approval of an encroachment permit."

The Aug 14 memo continues, "This would add approximately two additional years of planning work." No big deal. It's in the schedule, and originally I booked 400 years of senior transportation engineering-level work for that, over booked compared to the 57.7M in the new FY2025 budget, assumed for FY2026, about 280 heads over 2 years .

The Aug 14 memo continues, "The lack of approval from Caltrans on the Hawthorne option poses a significant risk to the Project implementation."

Nice try. To learn more about encroachment permits, especially around a freeway, I communicated with a coordinator of the I-5 North County Enhancements Project. They acquired numerous Caltrans encroachment permits, and no problems were noted.

I reported all this to the Metro Construction Committee meeting on September 21, 2023, that the Aug 14 memo made misleading statements about Caltrans requiring NEPA review. Secondly, stating the obvious, Metro and Caltrans work with each other all the time. CEO Wiggins and Caltrans District 7 Director Roberts attend every Metro Committee meeting (although Director Roberts had a sub that day). I said to the Committee that, if I could ask questions of the Green Line Team presenting in the next meeting to occur in a few minutes (Executive Management Committee), I would ask them to cite examples where Metro and Caltrans could not agree on a project to the extent that the project was stopped. The risk sounds overstated.

And since the ROW path crosses State Route 107, a Caltrans ROW, I assume that a Caltrans encroachment permit would be required for the Green Line ROW.

Parking

The Aug 14 memo Reference [3], says, page 11, for the Haw Blvd option that about 20 parking spaces would be lost [in the median of Haw Blvd]. This is also mentioned in the DEIR Executive Summary Section ES.2-3.3. OK, Green Line Team, if this is so noteworthy that it belongs in the Executive summary, page 29 of a 1008-page DEIR, and the Aug 14 update summary memo, where is your mitigation plan? This is just another example of the many cheap shots that the GLT has taken against the Haw Blvd option (or if positive for the Haw Blvd option, like ridership, the data is suppressed). In neither reference above do they mention the capacity of parking in the area, which in the median and along Hawthorne Blvd is 310 spaces. So 20 spaces lost is about 6% of total available public parking. To discover this, (I live down the street so I have counted them) you have to go to DEIR Non-CEQA Documents, Transportation Detail Report, Section 3, to discover total available public parking. No mitigation plan. No assessment of ample parking on private commercial property available to customers either. And no assessment of utilization, which during normal business hours on weekdays is less than half for both public and private capacity. Nevertheless, during walks with GLT staff along Haw Blvd (spring 2022), before we knew the number of spaces which would be lost (and I give credit to the design team for keeping the number low), I made suggestions about how more parking space could be created to offset any loss. For example, there is a half lot on the west side of Haw Blvd south of 169th Street which has been vacant for over 30 years. So we can remain calm. This is not Parking Armageddon.

Cost of the BNSF ROW

By the way, a frequent argument for the ROW option is that the ROW has already been purchased. But nobody at Metro seems to know how much it cost. Not an Executive Officer of Transit Asset Management, her contacts, nor Metro records. I suspect

that is a negligible amount compared to the total project, which would make that argument in favor of ROW path meaningless.

Questions?

As I noted earlier, the Honorable Board Clerk has my contact information, and Metro Board of Directors and their staff are welcome to contact me about this report.